

McConnell, Kate

From: Williams, Kelly S.
Sent: Tuesday, January 04, 2011 1:51 PM
To: McConnell, Kate
Cc: Keegan, Cynthia; Pastor, Julie
Subject: Moorefield Station Elementary School

Kate,

I have reviewed the second submission of SPEX 2010-0016, Loudoun County Public Schools, Moorefield Station Property, and offer the following comments:

The applicant has reconfigured the site in order to preserve existing trees located near the proposed recreation fields and play areas in accordance with the first referral comments from Community Planning and the Environmental Review team. This comment has been addressed.


As per the first referral, the proposed special exception application complies with the Plan's land use vision for this area which supports the development of a school in the Suburban Policy Area.

Kelly

County of Loudoun
Department of Planning
MEMORANDUM

DATE: September 10, 2010

TO: Kate McConnell, AICP, Project Manager
Land Use Review

FROM: Kelly Williams,  Planner III
Community Planning

SUBJECT: **SPEX 2010-0016, Loudoun County Public Schools, Moorefield Station Property**

EXECUTIVE SUMMARY

The Loudoun County School Board proposes a Special Exception to allow an elementary school in the PD-TRC (Planned Development-Transit Related Center) Zoning District. The site is approximately 19.4 acres and is located between Route 772, Ryan Road and Route 645, Croson Lane. Future access will be provided through the extension of Mooreview Parkway.

The proposed use is consistent with the Plan's land use vision for this area which supports the development of a school in the Suburban Policy Area. There are no outstanding issues related to this project. Staff however, recommends that the applicant consider retaining some of the mature trees on-site in the area of the asphalt play area to enhance the site design and provide shaded areas for the recreation facilities. Commitments should be made to the sustainability design, architecture, buffering, lighting, and on-site pedestrian and bicycle facilities as proposed in this application. Staff recommends approval of the Special Exception application.

BACKGROUND

The Loudoun County School Board proposes a Special Exception to allow a 105,000 square foot elementary school with the capacity for 875 students in the PD-TRC (Planned Development-Transit Related Center) Zoning District.

The site consists of approximately 19.4 acres of an 81 acre public use site that was proffered to the County in the original rezoning of Moorefield Station (ZMAP 2001-0003). The northwest portion of the public use site is proposed to include the school and associated playing fields. The remainder of the site is planned for other public uses including Parks and Recreation fields, a recycling center and natural areas of open

space. The property is located between Route 772, Ryan Road and Route 645, Croson Lane. Future access will be provided through the extension of Mooreview Parkway. The school site is bounded by single family residential uses to the north and west, the other proposed public uses to the south and future Mooreview Parkway to the east.

Vicinity Map



The subject site is located within a mile from the core of Moorefield Station inside the "Transit-Supportive Area" (TSA). Moorefield Station, comprising approximately 600 acres, is being developed as a high density, mixed use Transit Oriented Development (TOD), which is oriented towards a planned Metro Rail stop within the Dulles Greenway corridor. Moorefield Station is being developed in phases in relation to the availability of Bus Rapid Transit (BRT) and, ultimately, Metro rail.

County GIS maps of the subject property indicate that a few green infrastructure features are present. These include small areas of forest cover and wetlands. The site was previously evaluated for compliance with the Green Infrastructure Policies at the time of the Moorefield Station rezoning.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The site is governed under the policies outlined in the Revised General Plan and the Toll Road Plan (TRP). The site is located in the Ashburn Community of the Suburban Policy Area and is planned for Business uses, specifically Transit Oriented Development. The Revised Countywide Transportation Plan (CTP) and the Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) also apply.

The proposed application has been reviewed under the Revised General Plan Suburban Policies of Chapter 6; the Green Infrastructure policies of Chapter 5 and the Design Guidelines in Chapter 11.

ANALYSIS

The location of the proposed school site was considered at the time of the Moorefield Station rezoning and therefore does not require a Commission Permit for its location. The Moorefield Station rezoning included a review of the land use, environmental resources, design, transportation network, and bicycle and pedestrian facilities. The proposed use is consistent with the land use policies of the Plan which anticipates school facilities to support Transit Oriented Developments.

A Special Exception is required for the school to be located in the PD-TRC zoning district. Staff offers the following comments on this application.

Forest Resources

The County's forests and trees improve air and water quality, offer important habitat for birds, small mammals and other wildlife, and are buffers between communities. Forests and trees conserve energy by providing shade and evaporative cooling through transpiration. They reduce wind speed, redirect airflow, reduce stormwater runoff, and reduce soil erosion. The County encourages the preservation, protection, and management of forest resources for their economic and environmental benefits (Revised General Plan, Chapter 5, Forest, Trees, and Vegetation, policy 1).

The site contains an area of mature trees which are located in the vicinity of the proposed asphalt play area between the school and the proposed recreational fields. Under the proposed plat, it appears that much of the mixed hardwoods would be eliminated.

Staff recommends that the applicant show the existing trees on-site with relationship to proposed improvements and consider redesigning the asphalt playground in order to retain some of the trees thereby enhancing the site design and provide shaded areas for the recreation uses.

RECOMMENDATIONS

The proposed school facilities are appropriate uses within the Suburban Policy Area. Staff recommends that the applicant show the existing trees on-site with relationship to proposed improvements and consider redesigning the asphalt playground in order to retain some of the trees to enhance the site design and provide shaded areas the recreation uses. Commitments should be made to the sustainability design, architecture, buffering, lighting, and on-site pedestrian and bicycle facilities as proposed in this application. Staff recommends approval of the Special Exception application.

cc: Julie Pastor, AICP, Director, Planning
Cynthia L. Keegan, AICP, Program Manager, Community Planning (via email)

County of Loudoun
Department of Planning
MEMORANDUM

DATE: September 16, 2010

TO: Kate McConnell, Project Manager, Land Use Review

FROM: Heidi Siebentritt, ^{HS}Historic Preservation Planner, Community Information and Outreach

SUBJECT: **SPEX 2010-0016 Loudoun County Public Schools ES-16 – Moorefield Station Elementary**

Staff has reviewed the submitted Phase 1 archaeological report prepared by Thunderbird Archeology and dated September, 2005. One archaeological site was identified within the project area and was designated as Site 44LD1308. Site 44LD1308 is not recommended potentially eligible for listing in the National Register of Historic Places due to the date of the site (20th century) and the level of ground disturbance evident and no further work on the Site is warranted.

There are no outstanding heritage resource preservation issues related to the subject application.


DEPARTMENT OF BUILDING AND DEVELOPMENT


COUNTY OF LOUDOUN

MEMORANDUM

DATE: January 10, 2011

TO: Kate McConnell, Project Manager

FROM: Todd Taylor, Environmental Review Team 

THROUGH: William Marsh, Environmental Review Team Leader 

CC: Dana Malone, Urban Forester
Teresa Miller, Zoning Planner
Kelly Williams, Community Planner, Department of Planning

**SUBJECT: SPEX-2010-0016
ES-16 Moorefield Station Elementary
(2nd Submission)**

The Environmental Review Team (ERT) reviewed the revised application, with engineer seal dated December 7, 2010, and offers the following comments.

- 1) The mature hardwood grove, dominated by unusually large oak trees in the west-central portion of the school property, provides a unique opportunity for the school to functionally incorporate very old, scenic, large canopied trees into the school layout. The direct benefits would be dramatically enhanced aesthetic values, micro-climate benefits (cooler temperatures, associated breeze, reduced glare, etc.) along with supplemental riparian protection of the ephemeral stream/drainage that meanders through the hardwood grove. And perhaps the most important benefit will be the educational legacy these 125 to 175 year old trees impart to the students, teachers and parents both now and into the foreseeable future.

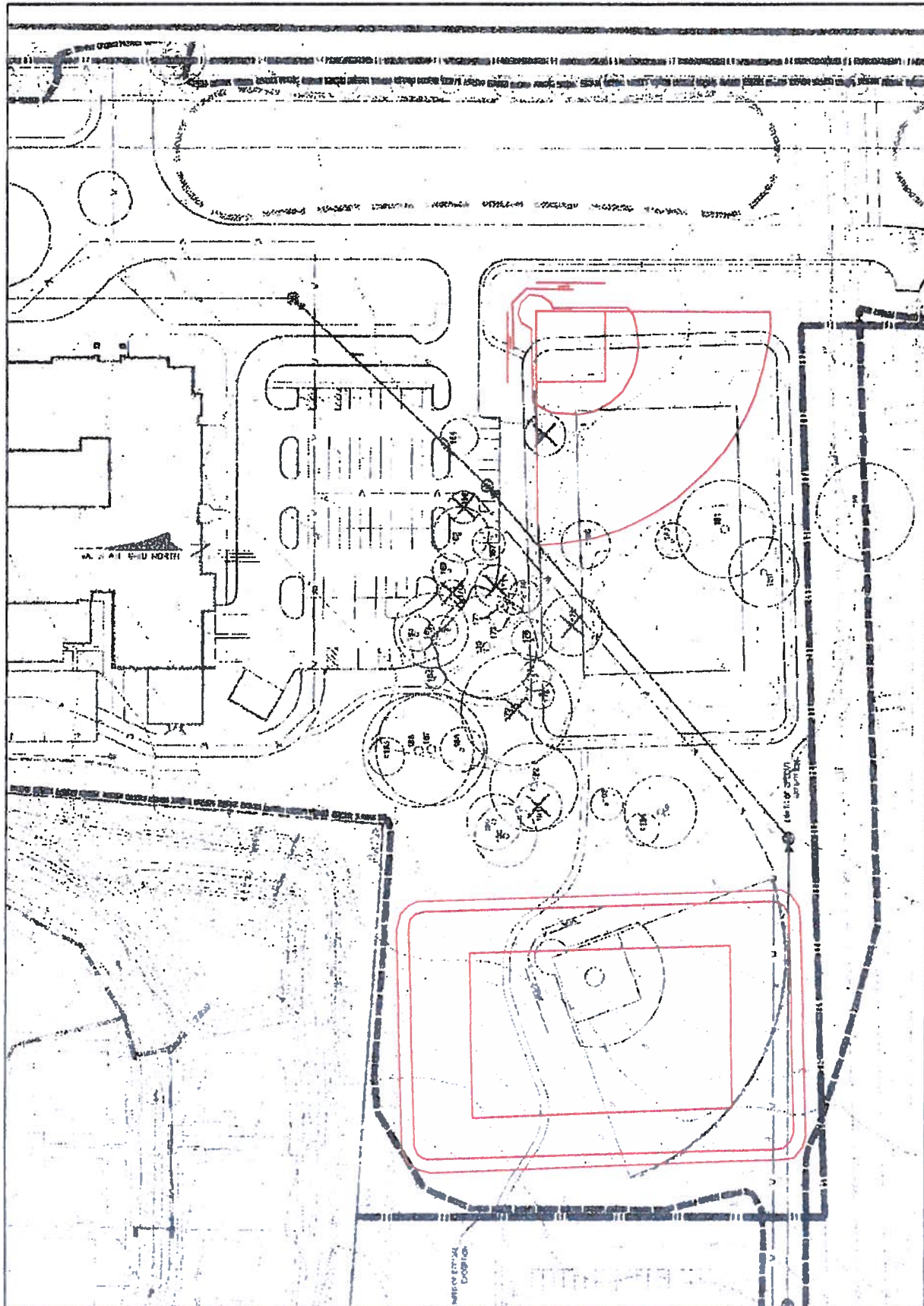
Staff appreciates the Tree Inventory and Conditions Analysis Plan provided with this submission as well as the applicant's playground relocation to better accommodate preservation of the mature hardwood grove. To expand on this preservation effort, staff recommends the following [Revised General Plan (RGP) Forests, Trees, and Vegetation Policies 1 and 9]:

- Include the Tree Inventory & Conditions Analysis Plan as part of the special exception plan set.

- Revise the layout of the soccer field/walking track and the softball field to better accommodate tree protection, specifically trees #160 and #161. Attachment A provides a potential layout, with revisions identified in red.
- Adjust the parking lot layout to avoid impacting the critical root zone for tree #180.
- Provide a condition of approval stating that any proposed trail within the critical root zone of trees to be preserved, shall be designed and constructed with pervious materials.
- Provide a condition of approval stating that the applicant shall work with the County Urban Forester at the time of site plan to maximize preservation of the mature trees in the west-central portion of the property, with the highest priority given to trees #160, #161, #180, #186, #187, #192 and #195. The condition should also state that the applicant shall submit a tree care plan, addressing preservation techniques, at the time of site plan for review and approval by the County Urban Forester.

Please contact me if you need any additional information or have questions.

ATTACHMENT A: POTENTIAL ATHLETIC FIELD LAYOUT




DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: September 10, 2010

TO: Kate McConnell, Project Manager

FROM: Todd Taylor, Environmental Review Team 

THROUGH: William Marsh, Environmental Review Team Leader

CC: Teresa Miller, Zoning Planner
Kelly Williams, Community Planner, Department of Planning

SUBJECT: SPEX-2010-0016
ES-16 Moorefield Station Elementary

The Environmental Review Team (ERT) reviewed the subject application during the August 30, 2010, ERT Meeting. A site visit was also conducted on September 7, 2010. Our comments pertaining to the current application are as follows:

- 1) Please provide a plan sheet that depicts the school layout with the existing individual trees located in the west-central portion of the property, southeast of the Aberleigh Subdivision stormwater pond. Staff further recommends that a table be provided identifying the tree name (common and scientific), size (diameter at breast height), and condition rating. [SPEX Checklist Item K.12 and Revised General Plan (RGP) Forests, Trees, and Vegetation Policy 1]
- 2) Based on the site visit and discussions with the County Urban Forester, the mature individual trees located in the west-central portion of the property are worthy of preservation and given their location provide a unique opportunity to incorporate mature trees into the school layout (see attached photographs 1 and 2). Staff recommends adjusting the proposed layout to maximize preservation of the mature trees. Preservation of the trees would also compliment the protection of the stream located in the tree cluster. [Revised General Plan (RGP) Forests, Trees, and Vegetation Policies 1 and 9; and River and Stream Corridor Policy 6]
- 3) To provide enhanced water quality protection, staff recommends that any proposed stormwater management (SWM)/BMP extended detention ponds (dry ponds) be designed as enhanced extended detention ponds (dry ponds with shallow marsh plantings). [Revised 1993 LCZO Section 6-1310(H) and RGP Surface Water Policy 5]

- 4) Update the wetland/stream information on sheets 4-7 to include the stream located in the west-central portion of the property. The stream is identified on the existing conditions plat for the Moorefield Station rezoning, ZMAP-2001-0003. [RGP River and Stream Corridor Policies 6 and 23]
- 5) Reference the approval of floodplain alteration FPAL-2009-0009 in Note 12 on Sheet 2. Staff further recommends that the floodplain limits be updated on Sheet 6 to account for the floodplain alteration, which is consistent with the road layout shown on the plat.
- 6) During the site visit, staff noticed a debris/trash area in the west-central portion of the property that included 5-gallon oil containers with ground surface staining (see attached photographs 3 and 4). Staff recommends that all debris/trash be disposed of in accordance with local and state requirements and that the oil containers and ground surface staining be handled immediately.

Please contact me if you need any additional information or have questions.



Photograph 1: Mature trees looking southwest.



Photograph 2: Mature trees looking north.



Photograph 3: Portion of debris/trash area.



Photograph 4: 5-gallon oil containers.

McConnell, Kate

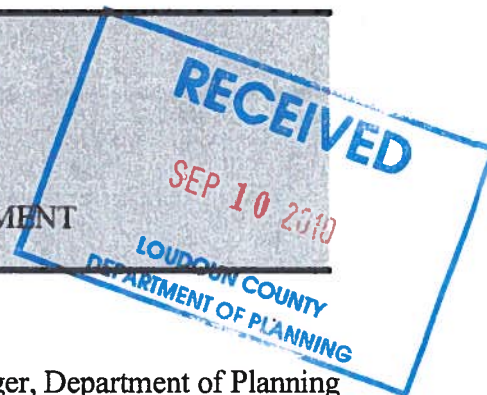
From: Miller, Teresa
Sent: Friday, January 14, 2011 11:41 AM
To: McConnell, Kate
Cc: Seigfried, Marilee
Subject: SPEX-2010-0016 ES 16 Moorefield

Kate –

There are no further zoning comments for SPEX-2010-0016, ES 16 Moorefield.

Thanks
Teresa

COUNTY OF LOUDOUN
MEMORANDUM
DEPARTMENT OF BUILDING AND DEVELOPMENT



DATE: September 10, 2010
TO: Kate A. McConnell, Project Manager, Department of Planning
FROM: Teresa H. Miller, Planner, Zoning Administration
CC: Marilee Seigfried, Deputy Zoning Administrator
CASE NUMBER AND NAME: SPEX-2010-0016 LCPS ES-16 Moorefield Station Elementary
TAX/MAP PARCEL NUMBER: /92////////42/
MCPI: 120-17-0779

Zoning Administration has reviewed the above referenced **Special Exception (SPEX)** application for conformance to the Revised 1993 Loudoun County Zoning Ordinance and has the following comments.

- I. CRITICAL ISSUES:** No critical zoning issues have been identified at this time.
- II. CONFORMANCE WITH PD-TRC DISTRICT REGULATIONS (§4-1100):**
1. Section 4-1110(E) requires that all utility distribution lines shall be placed underground. As such, General Notes 21 will need to be updated to remove "where possible".
 2. Section 4-1114(B)(1) requires sidewalks parallel to all streets. Address compliance with this section in regard to the frontage along Mooreview Parkway.
- III. OTHER:**
1. Revise General Note 12 of Sheet 2 to reference FPAL-2009-0009. The current limits of the minor floodplain should also be updated on all applicable sheets.
 2. Revise General Note 33 on Sheet 2 to reference ZCPA-2007-0004.
 3. Update the CPAP numbers referenced on Sheet 6. There are 3 applicable CPAP's associated with Mooreview Parkway. Verify the correct application numbers are referenced for the sections of road adjacent to the site.
 4. Address Proffer VI. H., which references the fifteen (15) feet wide strip of land along the ultimate right-of-way along Mooreview Parkway to be dedicated to Loudoun County for the regional trail system. This dedication is not shown on Sheet 6.

COUNTY OF LOUDOUN
DEPARTMENT OF BUILDING AND DEVELOPMENT

To: Kate A. McConnell, AICP, Project Manager
From: Michael Seigfried, AICP, Assistant Director for Land Subdivision *MS*
Date: January 7, 2011
Subject: **SPEX 2010-0016**
Loudoun County Public Schools ES-16-Moorefield Station

Building and Development Planning staff has reviewed the above referenced application and associated material and has no comments.



RECEIVED

JAN 14 2011

LOUDOUN COUNTY
DEPARTMENT OF PLANNING

County of Loudoun

Office of Transportation Services

MEMORANDUM

DATE: January 14, 2011

TO: Kate McConnell, Project Manager
Department of Planning

FROM: Aaron T. Zimmerman, PTP, Transportation Planner/Engineer *A.Z.*

SUBJECT: **SPEX 2010-0016 – Loudoun County Public Schools ES-16 –
Moorefield Station Elementary
Second Referral**

Background

This referral updates to the status of issues identified in the first Office of Transportation Services (OTS) referral on this application (dated September 16, 2010). This Special Exception (SPEX) application seeks approval to construct an elementary school for 875 students on an approximately 19-acre site that is currently zoned PD-TRC (Planned Development – Transit Related Center). The proposed school is part of a larger 81-acre public use site within the Moorefield Station development that is also to contain a by-right recycling center and by-right public park with ball fields. This site is subject to the Moorefield Station proffers (ZMAP 2001-0003) approved in December 2002 as revised by subsequent amendments (ZCPA 2007-0004) approved in March 2009.

This update is based on the review of materials received by OTS from the Department of Planning on December 16, 2010, including: (1) Cover Letter, dated December 10, 2010; (2) Response to Referral Agency Comments, dated December 8, 2010; (3) Gorove/Slade Memo – OTS Comments, dated November 12, 2010; (4) Gorove/Slade Memo – VDOT Comments, dated November 12, 2010; (5) Traffic Study prepared by Gorove/Slade Associates, Inc., revised November 29, 2010; and (6) Special Exception Plat prepared by Urban, Ltd., revised through December 7, 2010.

Review of Applicant's Revised Traffic Study

The Applicant's most recent traffic study (dated November 29, 2010) replaces the previous (July 10, 2010) traffic study. This revised study includes an additional scenario (Alternative 4) that would fully construct Mooreview Parkway as a four-lane divided

roadway between Croson Lane and Old Ryan Road. This would provide direct access to Mooreview Parkway for traffic seeking to access the school. The Mooreview Parkway extension is expected to be constructed by Carbon Thompson Developers prior to 2013. The anticipated site generated volumes, trip distribution, future 2013 conditions, and recommended improvements resulting from Alternative 4 are shown in ***Attachments 1 through 3.***

The Applicant's updated study also includes a detailed table, provided as ***Attachment 4***, showing each background development's size, land use, ITE code and trips generated. Based on a review of traffic studies and county growth summary documents, the Applicant determined that these background developments would generate approximately 4,700 trips during a typical weekday morning peak hour and approximately 5,800 in the evening peak hour.

The study concludes that the traffic generated from the proposed development, in any of the four alternatives, does not warrant any further mitigation.

Status of Transportation Issues/Comments

1. **Initial Staff Comment (1st Referral):** OTS staff understands from representatives of the Claude Moore Charitable Foundation (CMCF), the owners of Moorefield Station, that construction of the remaining segment of Mooreview Parkway (as a four-lane divided roadway) between Croson Lane and Old Ryan Road will be completed prior to 2013. Since the Traffic Study did not analyze that roadway improvement alternative, the Applicant should resubmit the study with analysis of this completed extension scenario. This new scenario should indicate whether the easternmost segment of Clarendon Square (needed to access the southern school driveway) would be in place along with a completed section of Mooreview Parkway, as well as whether any additional traffic signals will be warranted along Mooreview Parkway in the vicinity of the site by the time of the school's opening.

Applicant's Response (November 12, 2010): Comment Acknowledged. Per discussions held with OTS staff, an additional scenario (Alternative 4) has been included in the revised traffic study, which assumes the construction of Mooreview Parkway between Croson Lane and Old Ryan Road.

Issue Status: Issue resolved. As requested, the Applicant included the additional Mooreview Parkway extension scenario, Alternative 4, as well as analyzed the need for a traffic signal and left- and right-turn lanes at the School Driveway. The transportation phasing notes on Sheet 6 of the SPEX plant indicate that if access to the site is provided under Scenario 4 (Alternative 4), site access via Clarendon

Square will also be provided. As shown on the SPEX plat, left- and right-turn lanes are proposed to be constructed on Mooreview Parkway per approved CPAP 2009-0055 at both the main site entrance and at Clarendon Square, though the traffic study indicates that adequate access to the school site will exist from a capacity standpoint even if the Clarendon Square access is not in place. The traffic study also indicates that a traffic signal at the main site entrance is not warranted at the time of the school's opening in 2013.

2. Initial Staff Comment (1st Referral): The following are miscellaneous issues that will not significantly affect the outcome of the study but should be corrected in any future drafts of the Traffic Impact Study:

2a Initial Staff Comment (1st Referral): Old Ryan Road is mistakenly referred to as "Ryan Road" several times throughout the report in the text, graphics, and appendices. This could cause confusion for members of the public or reviewing agencies that are examining the study.

Applicant's Response (November 12, 2010): Comment acknowledged. Old Ryan Road has been referenced appropriately in the revised TIA.

Issue Status: Issue resolved.

2b Initial Staff Comment (1st Referral): Wynridge Drive is labeled in an incorrect location on the study's graphics. The section referred to as "Wynridge Drive" should be labeled "Mooreview Parkway." Wynridge Drive is the road parallel to Croson Lane approximately ½ mile north of the project site.

Applicant's Response (November 12, 2010): Comment acknowledged. The figures in the revised TIA have been updated.

Issue Status: Issue resolved.

2c Initial Staff Comment (1st Referral): A simplified 'background projects' trip generation table (similar to Table 1, above) should be included in the text of the report (page 14). The table provided in Appendix E does not show the trips generated by each development or the total of all developments, only the sizes and land uses.

Applicant's Response (November 12, 2010): Comment acknowledged. Table 4 on Page 17 includes a trip generation table for the approved background developments.

Issue Status: Issue resolved.

2d Initial Staff Comment (1st Referral): There is an inconsistency in the percentage distributions on Figures 9A through 9C (Attachments 4 through 6) along Croson Lane. Figure 9A shows 3% of trips originating on the roadway segment of Mooreview Parkway south of Croson Lane while Figures 9B and 9C do not. Since it is more likely that the students living in that neighborhood would walk to school rather than be driven, the percentage of trips originating in that neighborhood should be 0%. The Applicant should correct this on Figure 9A and the impacted Figures 10A and 11 (Attachments 13 and 16), as well as for the new completed Mooreview Parkway scenario from Transportation Comment #1.

Applicant's Response (November 12, 2010): We agree with the reviewer's comment that it is more likely that the 3% trips originating on Mooreview Parkway south of Croson Lane would walk to school rather than be driven. However, the traffic study analysis presents a conservative approach in terms of vehicle trips and assumes that these students would be driven to school.

Issue Status: Issue resolved.

3. Initial Staff Comment (1st Referral): OTS agrees with the Applicant's Traffic Impact Study regarding a traffic signal currently being warranted and proffered for the intersection of Loudoun County Parkway and Mooreview Parkway under Existing 2010 conditions. OTS notes that the design of this signal is currently in progress, and is anticipated to be in operation in 2011. The warrant analysis included in Appendix M was not necessary since this signal is already proffered. Note that the ITE ADT warrant (used in this study) should only be used for future intersections. The warrants in the 2003 MUTCD should be used for existing intersections like Loudoun County Parkway and Mooreview Parkway.

Applicant's Response (November 12, 2010): Comment acknowledged.

Issue Status: Issue resolved.

4. Initial Staff Comment (1st Referral): A condition of approval should be included requiring that the road network agreed upon to be in place at the time of the school's opening is constructed and open to traffic by that time. If any additional traffic signals along Mooreview Parkway are warranted to be in place at the time of the school's opening, these signals should also be referenced in a condition of approval and be installed prior to the school's opening.

Applicant's Response (November 12, 2010): Comment acknowledged.

Issue Status: OTS notes that sheet 6 of the SPEX plat indicates various scenarios (alternatives) for public road access to the site including direct access via completed Mooreview Parkway (Alternative 4). Issue resolved, provided that a condition of approval requiring public road access via one of the four alternatives is included.

5. **Initial Staff Comment (1st Referral):** The bicycle and pedestrian connections, including crosswalks, depicted on the SPEX plat should be in place prior to the school's opening. Additionally, the Applicant should clarify the walk zone for this school and ensure that any necessary bicycle/pedestrian connections to serve this zone (particularly to the adjacent Amberleigh subdivision) are in place prior to the school's opening.

Applicant's Response (November 12, 2010): Comment acknowledged.

Issue Status: Issue not resolved. OTS recommends that the Applicant explore the possibility of a sidewalk/trail connection between the rear of the school and the adjacent Amberleigh subdivision.

6. **Initial Staff Comment (1st Referral):** The proposed entrance(s) to the site must comply with applicable VDOT standards.

Applicant's Response (November 12, 2010): Comment acknowledged.

Issue Status: Issue resolved.

Conclusion

Upon resolution of Comments 4 & 5 noted above, OTS would have no objection to the approval of this application. OTS staff is available to meet to discuss the transportation issues associated with this application.

ATTACHMENTS

1. Site Generated Traffic Volumes and Direction of Approach (2013) – Alt 4 – Figure 9D
2. Future Conditions w/ Development Traffic Volumes (2013) – Alt 4 – Figure 10D
3. Future Conditions w/ Development Improvements and LOS (2013) – Alt 4 – Figure 14
4. Trip Generation for Approved Background Developments – Table 4

cc: Andrew Beacher, Director, OTS
Lou Mosurak, Senior Coordinator, OTS
Charles Acker, Traffic Controller/Engineer, OTS

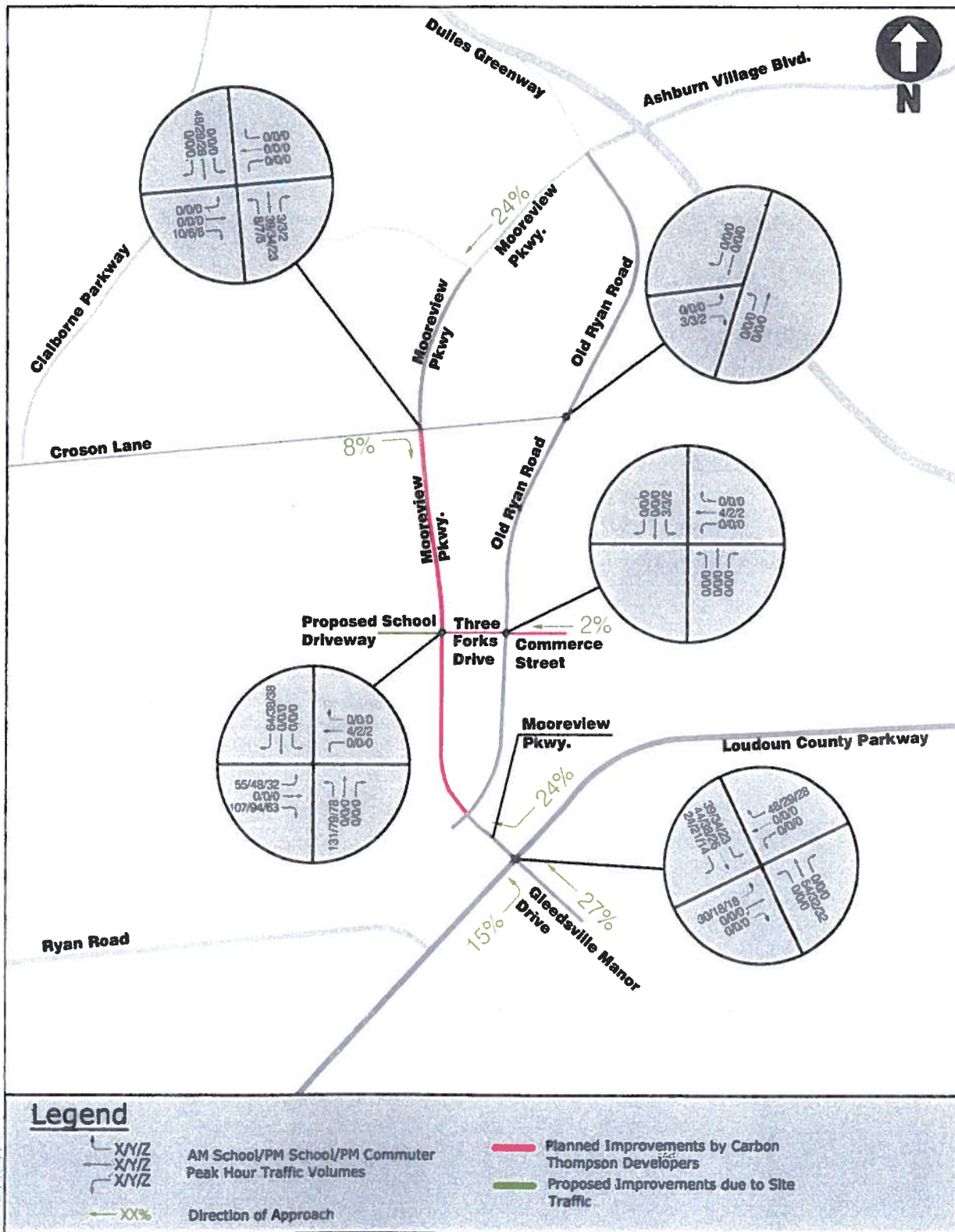


Figure 9D

Site Generated Traffic Volumes and Direction of Approach (2013)

Alternative 4: Construction of Mooreview Parkway as a four-lane divided road from Croson Lane to Old Ryan Road (Site Access Directly off of Mooreview Parkway)

November 29, 2010

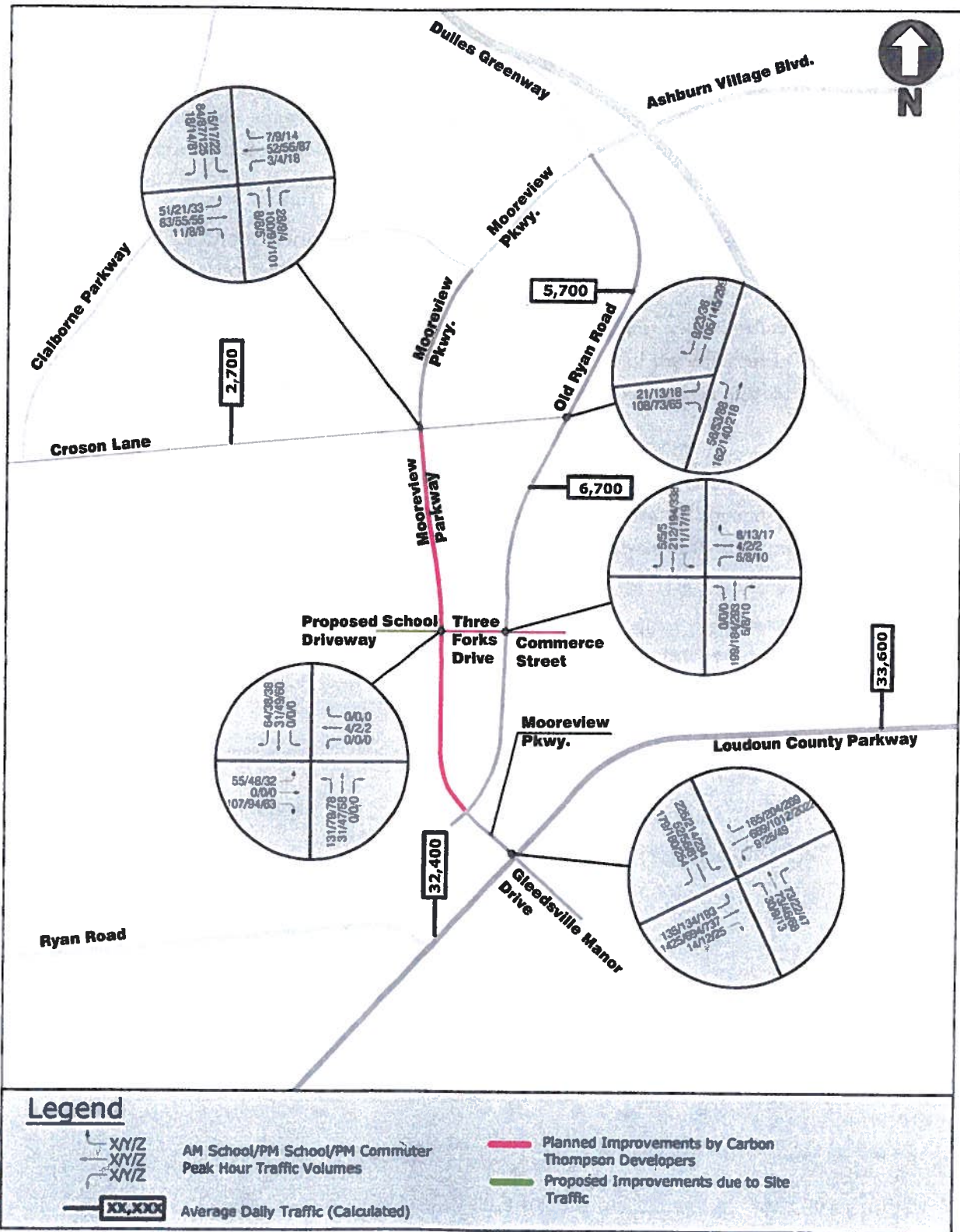


Figure 10D

Future Conditions with Development Traffic Volumes (2013)

Alternative 4: Construction of Mooreview Parkway as a four-lane divided road from Croson Lane to Old Ryan Road (Site Access Directly off of Mooreview Parkway)

November 29, 2010

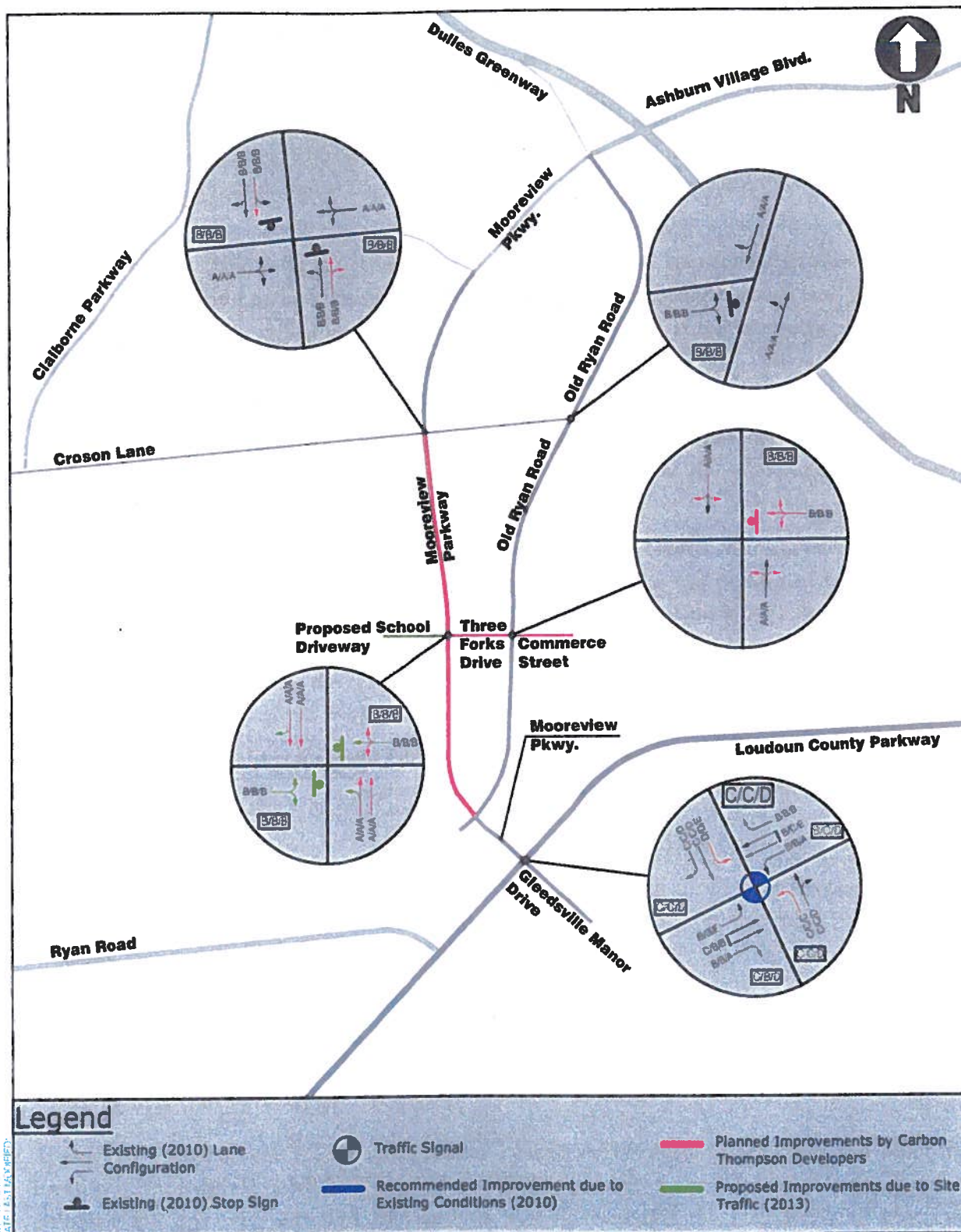


Figure 14
 Future Conditions with Development Recommended Improvements and Levels of Service (2013)
 Alternative 4: Construction of Mooreview Parkway as a four-lane divided road from Croson Lane to Old Ryan Road (Site Access Directly off of Mooreview Parkway)
 November 29, 2010



Table 4: Trip Generation for Approved Background Developments (2013)

Land Use	ITE			----- Week day -----						
	Code	Size		AM Peak Hour			PM Peak Hour			Daily Total
				In	Out	Total	In	Out	Total	
<u>Vantage Pointe</u> ⁽⁶⁾										
Single-Family Detached Housing	210	71	DU	15	45	60	50	29	79	759
<u>Station View</u> ⁽⁶⁾										
Residential Condominium/Townhouse	230	47	DU	5	24	29	23	10	33	338
<u>Dulles Parkway Center</u> ^(4,5)										
Office	710	150,000	kSF	162	22	184	30	144	173	1,244
Sp Retail	814	6,000	kSF	3	2	5	8	10	18	228
Quality Restaurant	931	6,000	kSF	4	1	5	24	15	39	459
Condominium	230	149	DU	9	42	50	41	20	61	674
Two-Over-Two Condominium	221	39	DU	3	15	18	14	7	21	217
Total Dulles Parkway Center Trips				180	80	260	116	194	309	2,821
<u>Moorefield Station</u> ^(1,5)										
<i>Phase I Residential</i>										
Town House	230	237	DU	39	117	156	112	85	197	2,058
Single Family Detached	210	25	DU	5	14	19	17	9	26	250
Subtotal Phase I				44	131	175	129	94	222	2,308
15% Internal Reduction				-5	-8	-8	-20	-14	-34	-342
Total External Phase I				40	123	163	109	80	189	1,966
<i>Phase IIA Residential</i>										
Town House	230	9	DU	2	5	6	5	3	8	79
Multi-Family	220	157	DU	25	62	87	64	41	105	1,055
Subtotal Phase II				27	66	93	69	44	113	1,134
15% Internal Reduction				-3	-5	-8	-11	-7	-17	-170
Total External Phase II				24	62	85	58	38	96	964
<i>Phase IIB Residential</i>										
Multi-Family	220	50	DU	8	20	28	21	13	34	336
Live-Work	230	18	DU	5	10	15	13	5	18	191
Total Residential				13	30	42	34	18	52	527
15% Internal Reduction				-2	-5	-7	-5	-3	-8	-79
Total External Residential Phase IIB				11	25	36	29	16	44	448
<i>Phase IIB Commerical</i>										
Grocery	850	26,107	kSF	52	33	85	139	134	273	2,669
Shopping Center	820	46,370	kSF	36	23	59	114	124	238	2,568
Drive-In Bank	912	4,212	kSF	29	23	52	97	97	193	1,038
Internal Trip Reduction				-15	-10	-25	-24	-35	-58	-591
15% Pass-by Reductions				-12	-12	-24	-53	-53	-105	-941
Total Commercial Phase II B				90	58	148	274	267	541	4,743



Total Moorefield Station Trips				164	267	431	470	399	869	8,120
Loudoun Station^(3,5)										
Apartments	220	510	DU	41	214	255	189	93	282	3,098
Office	710	442,800	kSF	421	58	479	89	432	521	3,147
Retail	820	15,000	kSF	20	13	32	58	62	120	1,310
Restaurant	931	15,000	kSF	7	6	13	76	38	113	1,350
Hotel	310	98	Rooms	33	21	54	31	27	57	762
Movie Theater with Matinee	444	5	Screens	111	103	214	736
Total Loudoun Station Trips				520	310	830	552	753	1,304	10,401
Brambleton^(2,5)										
Single Family Detached	210	896	DU	158	474	632	459	258	716	7,312
Town House	230	844	DU	41	194	234	210	104	313	3,539
Apartments	220	306	DU	25	129	154	117	58	174	1,890
Apartments (Elderly)	253	135	DU	7	4	10	9	6	14	470
Elementary School	520	1,600	Students	274	190	464	192	224	416	1,546
High School	530	1,735	Students	560	239	799	105	156	261	3,106
Church	560	18,000	kSF	8	6	14	7	6	13	165
Daycare	565	2,700	kSF	19	17	35	15	17	31	215
Recreation Center	495	33,750	kSF	30	15	45	21	40	60	773
Retail	820	135,000	kSF	85	54	139	281	304	584	6,218
Office	710	90,000	kSF	129	18	147	24	114	137	1,013
Total Brambleton Trips				1,336	1,340	2,673	1,440	1,287	2,719	26,247
Loudoun Valley Estates II⁽⁵⁾										
Single Family Detached	210	212	DU	40	118	158	133	78	211	2,076
Town House	230	305	DU	22	104	126	102	49	151	1,657
Apartments	220	269	DU	28	108	136	108	58	166	1,768
Total Loudoun Valley Estates II Trips				90	330	420	343	185	528	5,501
Total Future Background Trips				2,310	2,396	4,703	2,994	2,857	5,841	54,187

Notes: (1) Trip generation information extracted from "CTD Moorefield Retail-Traffic Statement" dated September 7, 2006 prepared by PHR+A

(2) Trip generation information extracted from "Brambleton-Phase II TIA" dated June 2, 2003 prepared by Wells & Associates

(3) Trip generation information extracted from "Loudoun Station TIA" dated June 24, 2002 prepared by Wells & Associates

(4) Trip generation information extracted from "Dulles Parkway Center-Turn Lane Warrant Analysis" dated February 7, 2008 prepared by Gorove Slade Associates

(5) Densities adjusted based on Loudoun County 2008 Growth Summary document.

(6) Density information extracted from Loudoun County 2008 Growth Summary document.

County of Loudoun
Office of Transportation Services

MEMORANDUM

DATE: September 16, 2010

TO: Kate McConnell, Project Manager
Department of Planning

FROM: Aaron T. Zimmerman, PTP, Transportation Planner/Engineer *AZ*

SUBJECT: **SPEX 2010-0016 – Loudoun County Public Schools ES-16 –
Moorefield Station Elementary**

Background

This Special Exception (SPEX) application seeks approval to construct an elementary school for 875 students on an approximately 19-acre site that is currently zoned PD-TRC (Planned Development – Transit Related Center). The proposed school is part of a larger 81-acre public use site within the Moorefield Station development that is also to contain a by-right recycling center and by-right public park with ball fields. This site is subject to the Moorefield Station proffers (ZMAP 2001-0003) approved in December 2002 as revised by subsequent amendments (ZCPA 2007-0004) approved in March 2009.

The project site is located approximately 2/10 mile south of Croson Lane (VA Route 645) and 1/10 mile west of Old Ryan Road (VA Route 772). A vicinity map is provided as **Attachment 1**. Depending on which roadway improvements will be in place by 2013, access to the site will be via a driveway to the future extension of Mooreview Parkway or to Clarendon Square. A site plan of the proposed development is shown on **Attachment 2**.

This referral is based on the review of materials received by the Office of Transportation Services (OTS) from the Department of Planning on August 11, 2010, including: (1) Information Sheet; (2) Statement of Justification, dated July 12, 2010; (3) Floor Plans and Elevations; (4) Traffic Study prepared by Gorove/Slade Associates, Inc., dated July 12, 2010; and (5) Special Exception Plat prepared by Urban, Ltd., dated July 12, 2010.

Existing, Planned and Programmed Transportation Facilities

The site is located in the Suburban Policy Area (Ashburn Community), south of Croson Lane (VA Route 645) and just west of the Old Ryan Road (VA Route 772). These two roadways, as well as Loudoun County Parkway (VA Route 607) and Mooreview Parkway (VA Route 772 Relocated) are described in further detail below. OTS' review of existing and planned transportation facilities is based on the Revised Countywide Transportation Plan (2010 CTP) and the Bicycle & Pedestrian Mobility Master Plan (2003 Bike & Ped Plan).

Mooreview Parkway (VA Route 772 Relocated) is a four-lane divided roadway that runs in a north-south direction from Dulles Greenway (VA Route 267) to just south of Croson Lane (VA Route 645) and from Old Ryan Road (VA Route 772) to Loudoun County Parkway (VA Route 607). The 2010 CTP classifies this roadway as a Major Collector. Note "M" on the 2010 CTP map states that the section of Mooreview Parkway between Croson Lane and Old Ryan Road is to be constructed as a U4M section and function as a U6M section in tandem with the parallel segment of Old Ryan Road. The 2003 Bike & Ped Plan makes reference to Mooreview Parkway as "East Spine Road" and categorizes it as a "baseline connecting roadway" along which bicycle and pedestrian facilities are envisioned.

Old Ryan Road (VA Route 772) is a two-lane undivided local/secondary roadway that runs in a north-south direction from the Dulles Greenway (VA Route 267) to Mooreview Parkway (VA Route 772 Relocated) through the study area. As a local road, it is not part of the CTP network, however the 2010 CTP (Note "M" on the 2010 CTP map) indicates that Old Ryan Road is to function in tandem with the parallel segment of Mooreview Parkway. The 2003 Bike & Ped Plan categorizes Old Ryan Road as a "baseline connecting roadway" along which bicycle and pedestrian facilities are envisioned. There are no existing sidewalks along this street in the project study area.

Croson Lane (VA Route 645) is a two-lane undivided roadway that runs in an east-west direction through the northern portion of the study area. The 2010 CTP classifies this roadway as a local/secondary road and calls for it to be upgraded from its current U2 condition to a U4M and reclassified as a Major Collector with left- and right-turn lanes at all intersections. The 2003 Bike & Ped Plan categorizes Croson Lane as a "baseline connecting roadway" along which bicycle and pedestrian facilities are envisioned. There are no existing sidewalks along this street near the project study area.

Clarendon Square is a two lane privately owned local/secondary roadway that runs in an east-west direction from Windsor Locks Square to just east of Leanne Terrace. Clarendon Square does not yet connect to Old Ryan Road and has not been accepted by VDOT. The 2010 CTP and the 2003 Bike & Ped Plan do not make reference to this roadway.

Loudoun County Parkway (VA Route 607) is a four-lane divided highway that runs in a northeast-southwest direction just south of the study area. The posted speed limit is 45 MPH. The 2010 CTP classifies this roadway as a Minor Arterial and calls for it to be upgraded from its current U4M condition to a U6M with left- and right-turn lanes at all intersections. The 2003 Bike & Ped Plan categorizes Loudoun County Parkway as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned. There are no existing sidewalks along this street near the project study area.

Review of Submitted Traffic Study

The Applicant's submitted traffic study (dated July 12, 2010) analyzed existing 2010 conditions, background 2013 conditions, and total 2013 traffic conditions for several intersections in the vicinity of the project site during the weekday school/commuter morning peak period (7:00 AM to 8:00 AM), school afternoon peak period (2:00 PM to 3:00 PM), and commuter evening peak period (5:15 PM to 6:15 PM). Existing lane use and traffic control devices are illustrated in **Attachment 3**.

Three roadway improvement scenarios were studied for total 2013 conditions due to uncertainty over the timelines of planned improvements. These alternatives are illustrated in **Attachments 4 through 6** and described briefly below:

- **Alternative 1:** assumes the construction of Mooreview Parkway as a four-lane divided road from Old Ryan Road (VA Route 772) to Clarendon Square only. Access to the school would be via an entrance/exit to Clarendon Square.
- **Alternative 2:** assumes the construction of Mooreview Parkway as a four-lane divided road from Croson Lane to Clarendon Square only. Access to the school would be via an entrance/exit to Mooreview Parkway located in the northeastern corner of the site, opposite the proposed Three Forks Drive. Three Forks Drive would be constructed as a one-way street in the westbound direction.

- **Alternative 3:** assumes the construction of Mooreview Parkway as a two-lane road from its current terminus (approximately 800 feet south of Croson Lane) to the Proposed School Driveway only. Access to the school would be via an entrance/exit to Mooreview Parkway located in the northeastern corner of the site. Three Forks Drive would not be constructed.

At the time this Traffic Impact Study was completed, it was not expected that an extension of Mooreview Parkway from Croson Lane to Old Ryan Road would be completed. Therefore the study did not analyze that alternative. See Transportation Comment #1 below.

The study states that a traffic signal, which is currently warranted and proffered, should be installed at the intersection of Loudoun County Parkway (VA Route 607) and Mooreview Parkway (VA Route 772 Relocated). No mitigation measures are necessary to accommodate the added trips from the proposed development in either of the three roadway improvement scenarios described above. Relevant portions of the study are summarized below.

Weekday Morning, Afternoon & Evening Traffic Analysis

Existing (2010) Traffic Volumes and Levels of Service (LOS)

Attachment 7 illustrates existing weekday morning, afternoon school, evening commuter peak hour, and ADT traffic volumes in the vicinity of the project site. Manual weekday traffic counts, at all the study intersections, were originally collected in April 2009 from 6:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. However, since it had been nearly a year since those counts were collected and the evening counts did not include data for the school peak hour, the Applicant re-counted the intersections from 7:00 AM to 8:00 AM and 2:00 PM to 6:30 PM. Saturdays and Sundays were not analyzed because it was expected that the site would generate very few trips on those days.

Attachment 8 illustrates existing weekday morning, afternoon school, and evening commuter peak hour intersection Levels of Service in the study area. The drawings show that all intersections currently operate at LOS D or better.

Background (2013) Traffic Assumptions, Volumes and Levels of Service (LOS)

The Applicant's study assumed the following background developments would be in place by the project build-out year (2013):

- Moorefield Station (Phases I, IIA and IIB)
- Brambleton
- Loudoun Station
- Dulles Parkway Center
- Vantage Pointe
- Loudoun Valley Estates II
- Station View

The table in **Attachment 9** shows a breakdown of the land uses and sizes for each of the above background developments. **Attachment 10** illustrates the locations of all these background developments in relation to the project site. The study did not clearly state how much traffic would be generated by these developments. However, after an OTS review of the background development trip drawings from Appendix E, it was determined that all of these developments combined would add approximately 1,000+ trips during the weekday morning peak hour, 1,200+ trips during the afternoon school peak hour, and 1,500+ trips during the evening commuter peak hour.

Based on an analysis of 2005-2008 AADT volumes provided by VDOT, the Applicant assumed an appropriate conservative and compounding background growth rate of 1% per year.

The trips generated by the background projects and the background growth rate were added to the existing traffic volumes to produce the background 2013 traffic volumes. These volumes are shown in **Attachment 11** and the background 2013 Levels of Service are shown in **Attachment 12**.

Trip Generation from the Proposed Elementary School, Recycling Center, and Park/Recreation Site

Table 1, below, shows a breakdown of the trips generated by each land use during the weekday morning, afternoon school and commuter evening peak hours. Trip rates from ITE's Trip Generation Report, 8th Edition, were used to project peak hour and 24-hour traffic volumes for the Elementary School and Play Fields land uses. To present a more conservative estimate, peak hour of generator rates were used for the morning and afternoon school peak hours, while peak hour of adjacent street rates were used for the

commuter evening peak hour. Traffic counts taken at the Herndon Recycling Drop-off Collection Center were used to estimate trips entering/exiting the proposed Recycling Center. No trips were projected to be added to the roadway network by the proposed soccer fields during the morning and afternoon peak hours. The traffic study projects that a total of 361 morning peak hour trips, 261 afternoon school peak hour trips, and 213 evening commuter peak hour trips will be accessing the site.

Table 1 – Trip Generation Table

Land Use	ITE Code	Size	ADT	AM School Peak 7:00-8:00 AM			PM School Peak 2:00-3:00 PM			PM Commuter Peak 5:15-6:15 PM		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Elementary School	520	875 Students	1,129	194	158	352	107	130	237	65	67	132
Recycling Center	-	-	169	5	4	9	12	12	24	9	9	18
Play Fields	488	3 Fields	214	-	-	-	-	-	-	44	19	63
Overall Total	-	-	1,512	199	162	361	119	142	261	118	95	213

Source: Gorove/Slade Associates, Inc., Moorefield Station Elementary School Traffic Impact Study, July 12, 2010

Trip Distribution & Assignment from Proposed Project

Attachments 4 through 6 illustrate the trip distribution percentage pattern assumed by the Applicant. It is expected that about 24% of the total trips generated would come from north of the project site, while 68% would originate south and east of the study area, and 8% from the west. This distribution is appropriate; however see Transportation Comment #2d, below, regarding an inconsistency between drawings.

Total Forecasted (2013) Traffic Volumes, Levels of Service (LOS), and Recommended Mitigation Measures

Attachments 13 through 15 illustrate the study's 'Total' Future 2013 (background traffic plus site-generated traffic) weekday morning, afternoon, and evening peak hour traffic volumes. The intersection Levels of Service under all three 2013 'Total' Future roadway improvement alternatives are shown on **Attachments 16 through 18**. With all roadway improvements in place, including a traffic signal at the intersection of Loudoun County Parkway and Mooreview Parkway, all intersections are expected to operate at LOS D or better during the weekday morning, afternoon, and evening peak hours.

The study concludes that the traffic generated from the proposed development, in any of the three alternatives, does not warrant any further mitigation.

Transportation Comments

1. OTS staff understands from representatives of the Claude Moore Charitable Foundation (CMCF), the owners of Moorefield Station, that construction of the remaining segment of Mooreview Parkway (as a four-lane divided roadway) between Croson Lane and Old Ryan Road will be completed prior to 2013. Since the Traffic Study did not analyze that roadway improvement alternative, the Applicant should resubmit the study with analysis of this completed extension scenario. This new scenario should indicate whether the easternmost segment of Clarendon Square (needed to access the southern school driveway) would be in place along with a completed section of Mooreview Parkway, as well as whether any additional traffic signals will be warranted along Mooreview Parkway in the vicinity of the site by the time of the school's opening.
2. The following are miscellaneous issues that will not significantly affect the outcome of the study but should be corrected in any future drafts of the Traffic Impact Study:
 - a. Old Ryan Road is mistakenly referred to as "Ryan Road" several times throughout the report in the text, graphics, and appendices. This could cause confusion for members of the public or reviewing agencies that are examining the study.
 - b. Wynridge Drive is labeled in an incorrect location on the study's graphics. The section referred to as "Wynridge Drive" should be labeled "Mooreview Parkway." Wynridge Drive is the road parallel to Croson Lane approximately ½ mile north of the project site.
 - c. A simplified 'background projects' trip generation table (similar to Table 1, above) should be included in the text of the report (page 14). The table provided in Appendix E does not show the trips generated by each development or the total of all developments, only the sizes and land uses.
 - d. There is an inconsistency in the percentage distributions on Figures 9A through 9C (Attachments 4 through 6) along Croson Lane. Figure 9A shows 3% of trips originating on the roadway segment of Mooreview Parkway south of Croson Lane while Figures 9B and 9C do not. Since it is more likely that the students living in that neighborhood would walk to school rather than be driven, the percentage of trips originating in that neighborhood should be 0%. The Applicant should correct this on Figure 9A and the impacted Figures 10A and 11 (Attachments 13 and 16), as well as for the new completed Mooreview Parkway scenario from Transportation Comment #1.
3. OTS agrees with the Applicant's Traffic Impact Study regarding a traffic signal currently being warranted and proffered for the intersection of Loudoun County Parkway and Mooreview Parkway under Existing 2010 conditions. OTS notes that the design of this

signal is currently in progress, and is anticipated to be in operation in 2011. The warrant analysis included in Appendix M was not necessary since this signal is already proffered. Note that the ITE ADT warrant (used in this study) should only be used for future intersections. The warrants in the 2003 MUTCD should be used for existing intersections like Loudoun County Parkway and Mooreview Parkway.

4. A condition of approval should be included requiring that the road network agreed upon to be in place at the time of the school's opening is constructed and open to traffic by that time. If any additional traffic signals along Mooreview Parkway are warranted to be in place at the time of the school's opening, these signals should also be referenced in a condition of approval and be installed prior to the school's opening.
5. The bicycle and pedestrian connections, including crosswalks, depicted on the SPEX plat should be in place prior to the school's opening. Additionally, the Applicant should clarify the walk zone for this school and ensure that any necessary bicycle/pedestrian connections to serve this zone (particularly to the adjacent Amberleigh subdivision) are in place prior to the school's opening.
6. The proposed entrance(s) to the site must comply with applicable VDOT standards.

Conclusion

OTS will offer a recommendation once it has reviewed the Applicant's responses to the comments contained in this referral. Depending on the Applicant's responses, additional transportation comments may be necessary. OTS staff is available to meet with the Applicant to discuss the transportation issues related to this proposal.

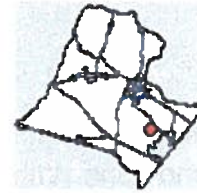
ATTACHMENTS

1. Site Vicinity Map
2. Concept Plan – Figure 2A
3. Local Roadway Network (2010) – Figure 3
4. Site Generated Traffic Volumes and Direction of Approach (2013) – Alt. 1 – Figure 9A
5. Site Generated Traffic Volumes and Direction of Approach (2013) – Alt. 2 – Figure 9B
6. Site Generated Traffic Volumes and Direction of Approach (2013) – Alt. 3 – Figure 9C
7. Existing Traffic Volumes (2010) – Figure 4
8. Existing Recommended Improvements and Levels of Service (2010) – Figure 5
9. Background Development Assumptions
10. Location Map of Approved Background Developments – Figure 6
11. Future Conditions Without Development Traffic Volumes (2013) – Figure 7
12. Future Conditions Without Development Levels of Service (2013) – Figure 8

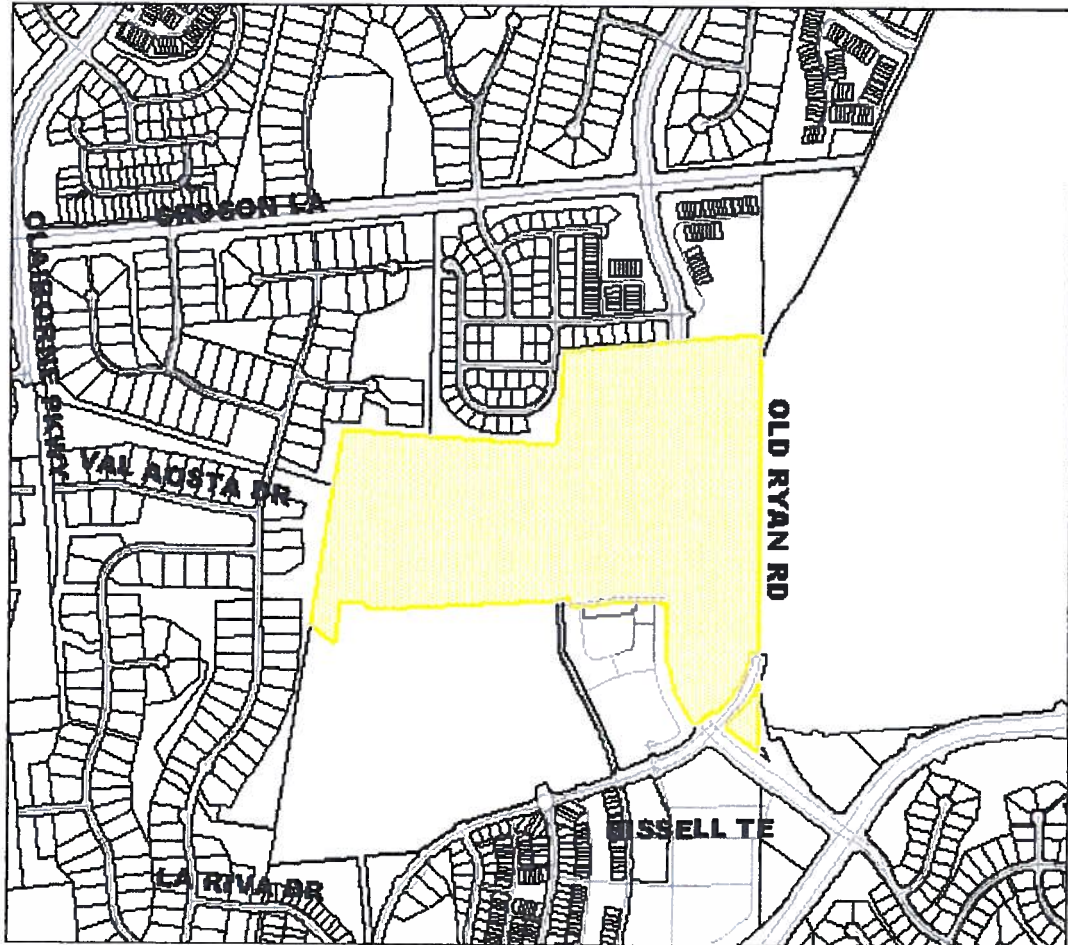
- 13. Future Conditions With Development Traffic Volumes (2013) – Alt. 1 – Figure 10A
- 14. Future Conditions With Development Traffic Volumes (2013) – Alt. 2 – Figure 10B
- 15. Future Conditions With Development Traffic Volumes (2013) – Alt. 3 – Figure 10C
- 16. Future Conditions With Development Levels of Service (2013) – Alt. 1 – Figure 11
- 17. Future Conditions With Development Levels of Service (2013) – Alt. 2 – Figure 12
- 18. Future Conditions With Development Levels of Service (2013) – Alt. 3 – Figure 13

cc: Andrew Beacher, Director, OTS
Lou Mosurak, Senior Coordinator, OTS
Charles Acker, Traffic Controller/Engineer, OTS

Loudoun County Mapping System



7,050,822



7,045,322

11,761,957

Map Width=6,288 feet

11,768,245

Created on 9/2/2010 2:52:01 PM

The parcel identified is MCPI = 120170779. The polygon area is 3,566,263 square feet or 81.9 acres. Note: polygon acres DOES NOT represent parcel legal acres

ATTACHMENT 1

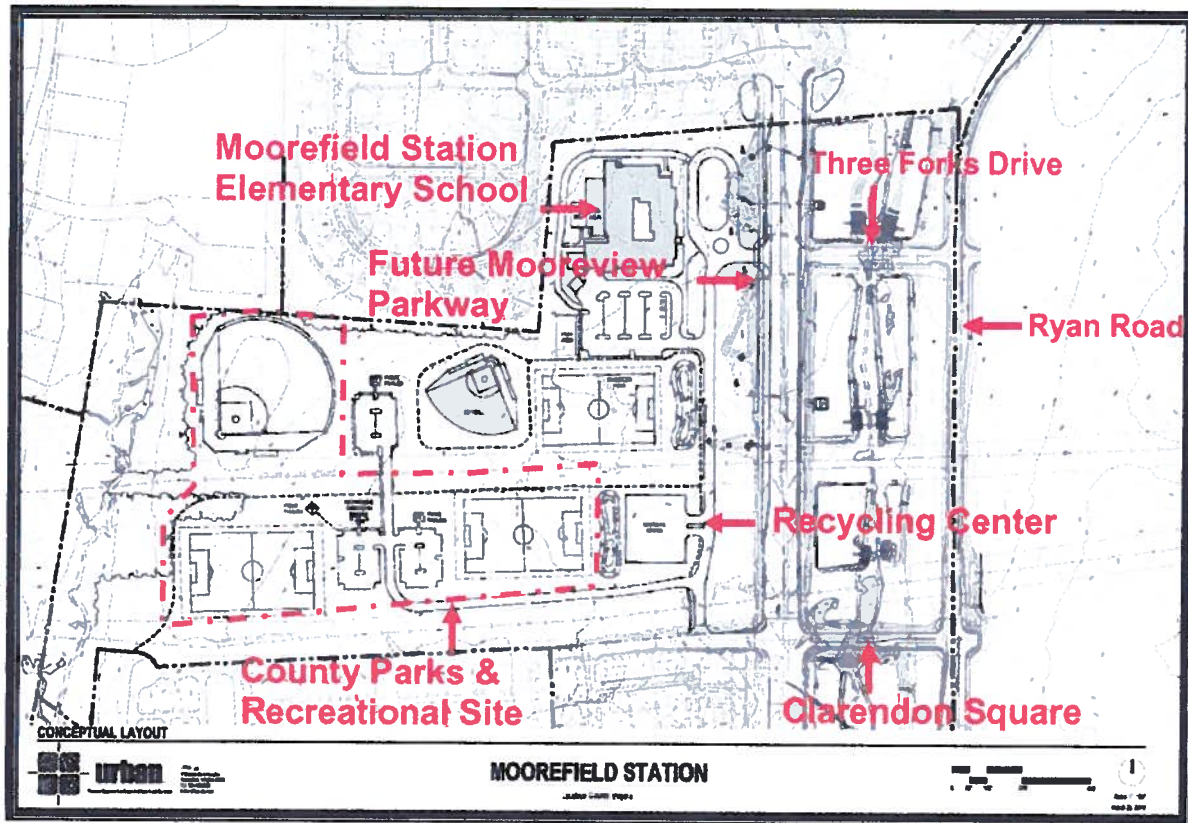


Figure 2A: Concept Plan

ATTACHMENT 2

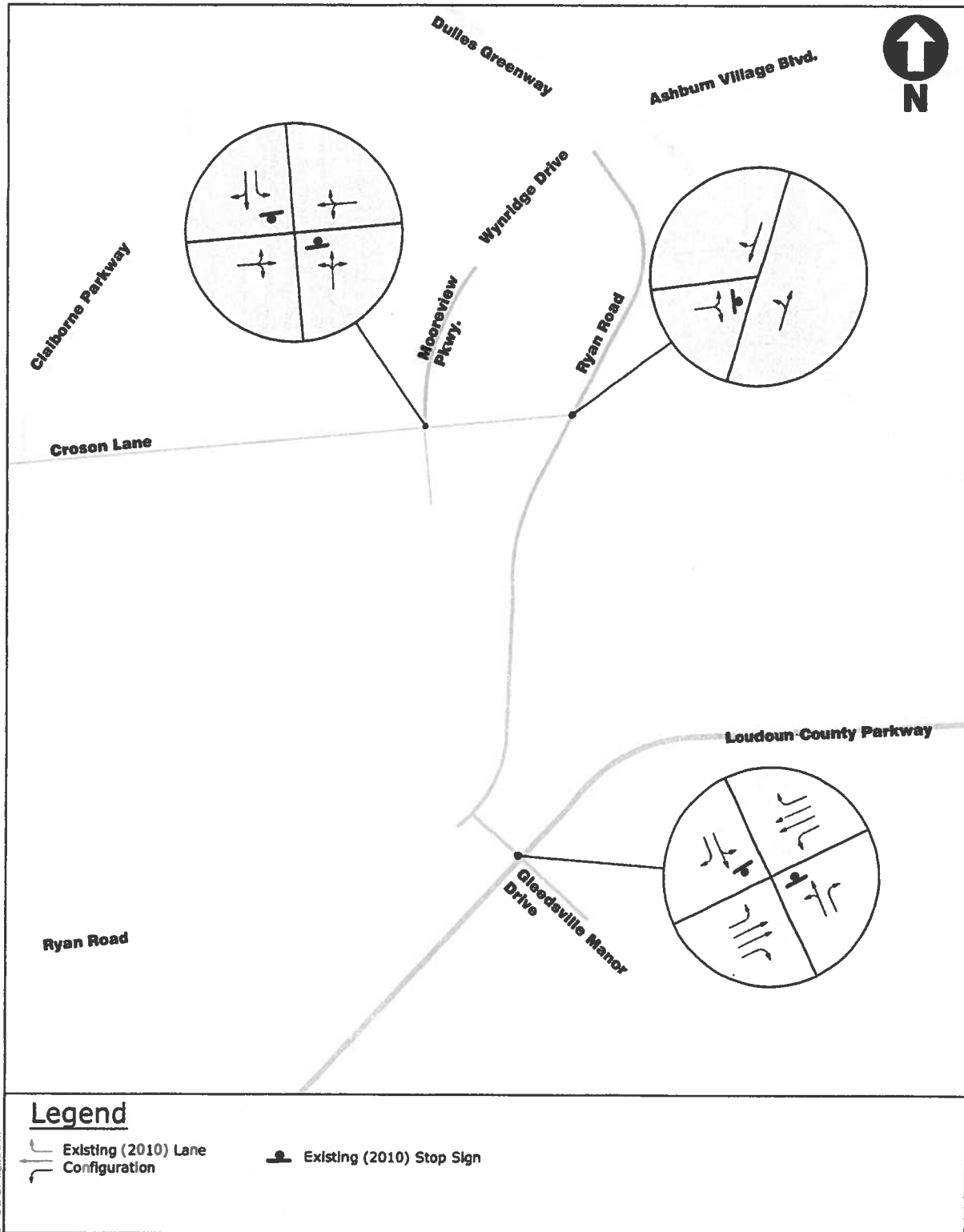


Figure 3
Local Roadway Network (2010)

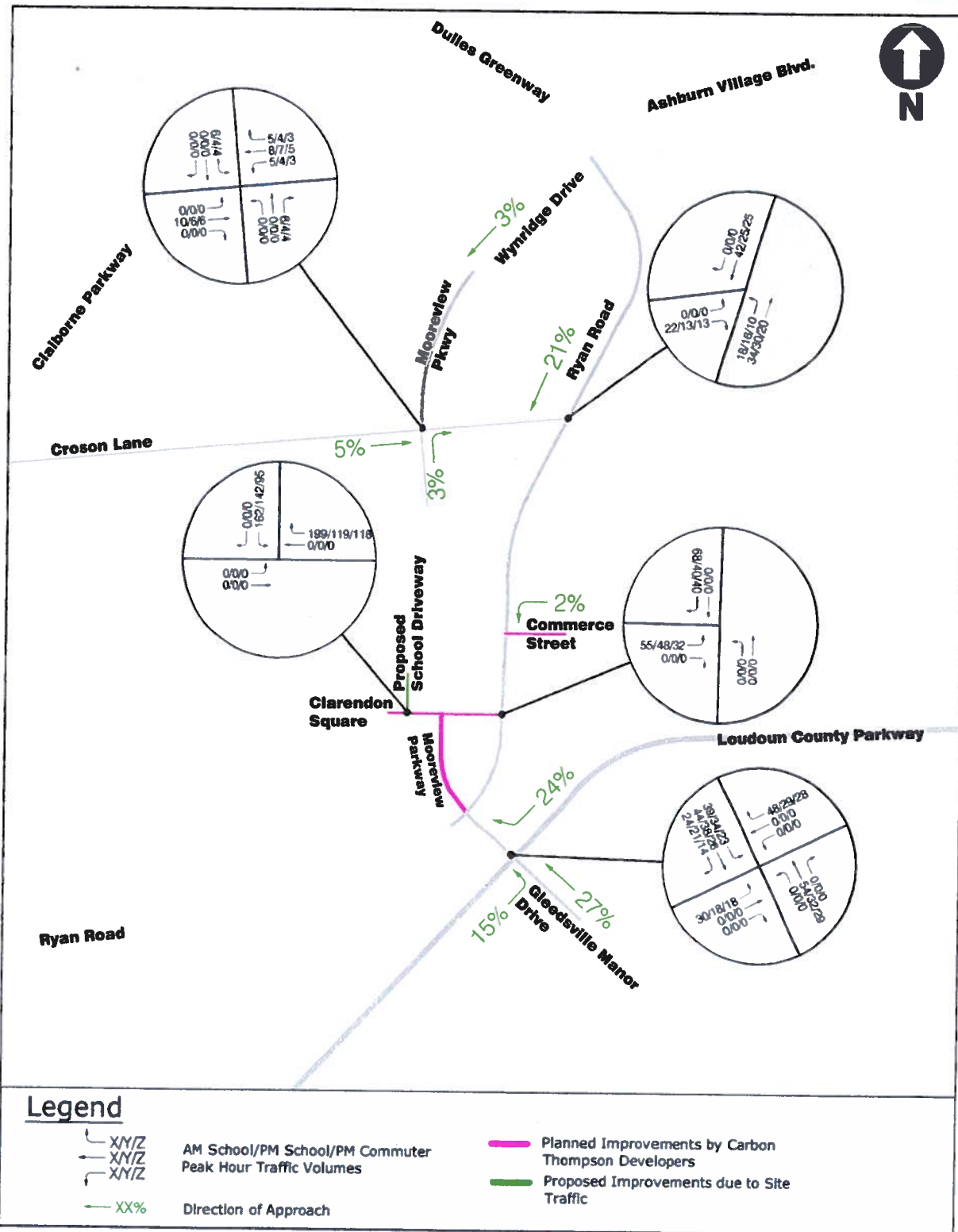
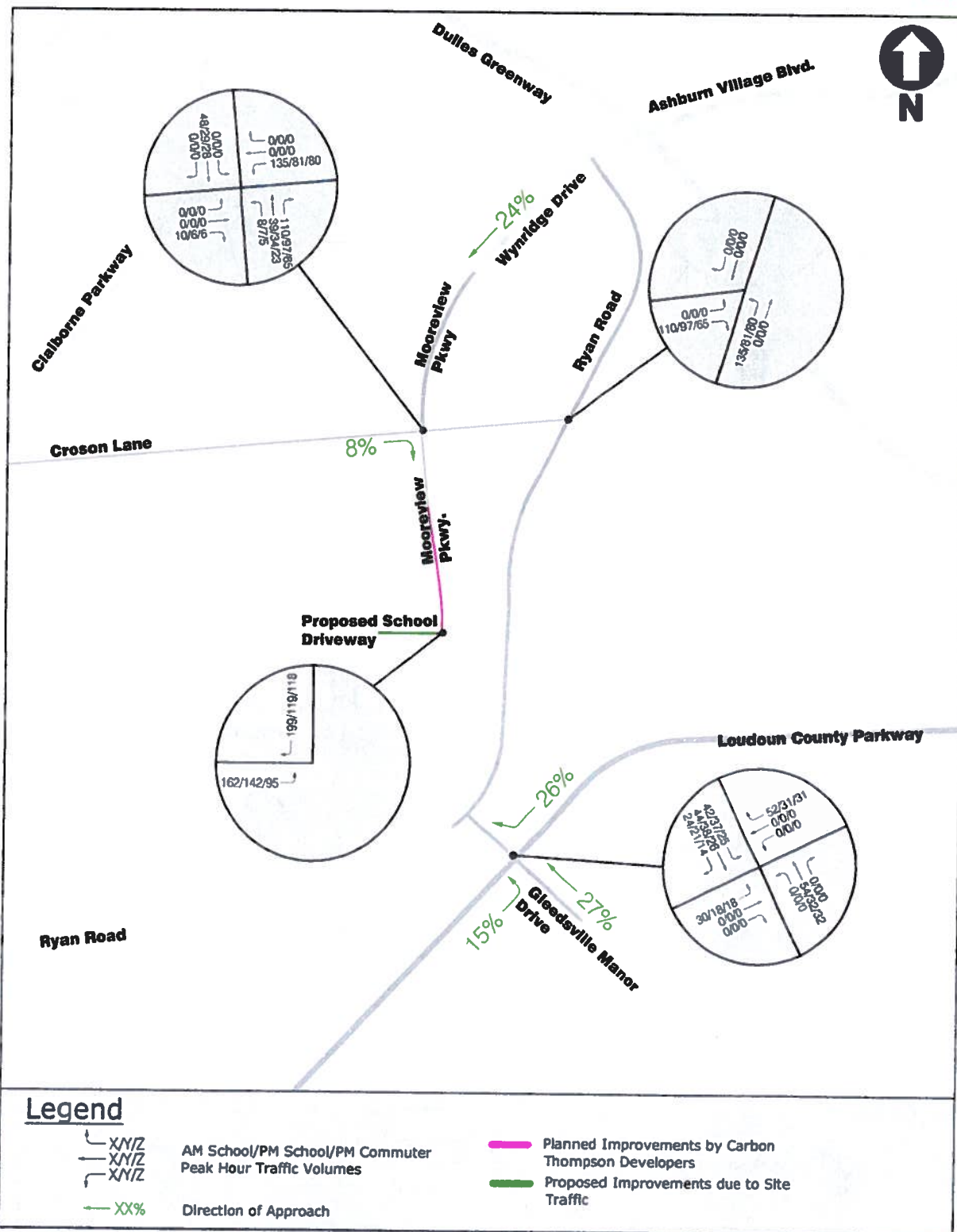


Figure 9A
 Site Generated Traffic Volumes and Direction of Approach (2013)
 Alternative 1: Construction of Mooreview Parkway as a four-lane divided road from Ryan Road to Clarendon Square (Site Access off of School Street)
 July 12, 2010



July 12, 2010



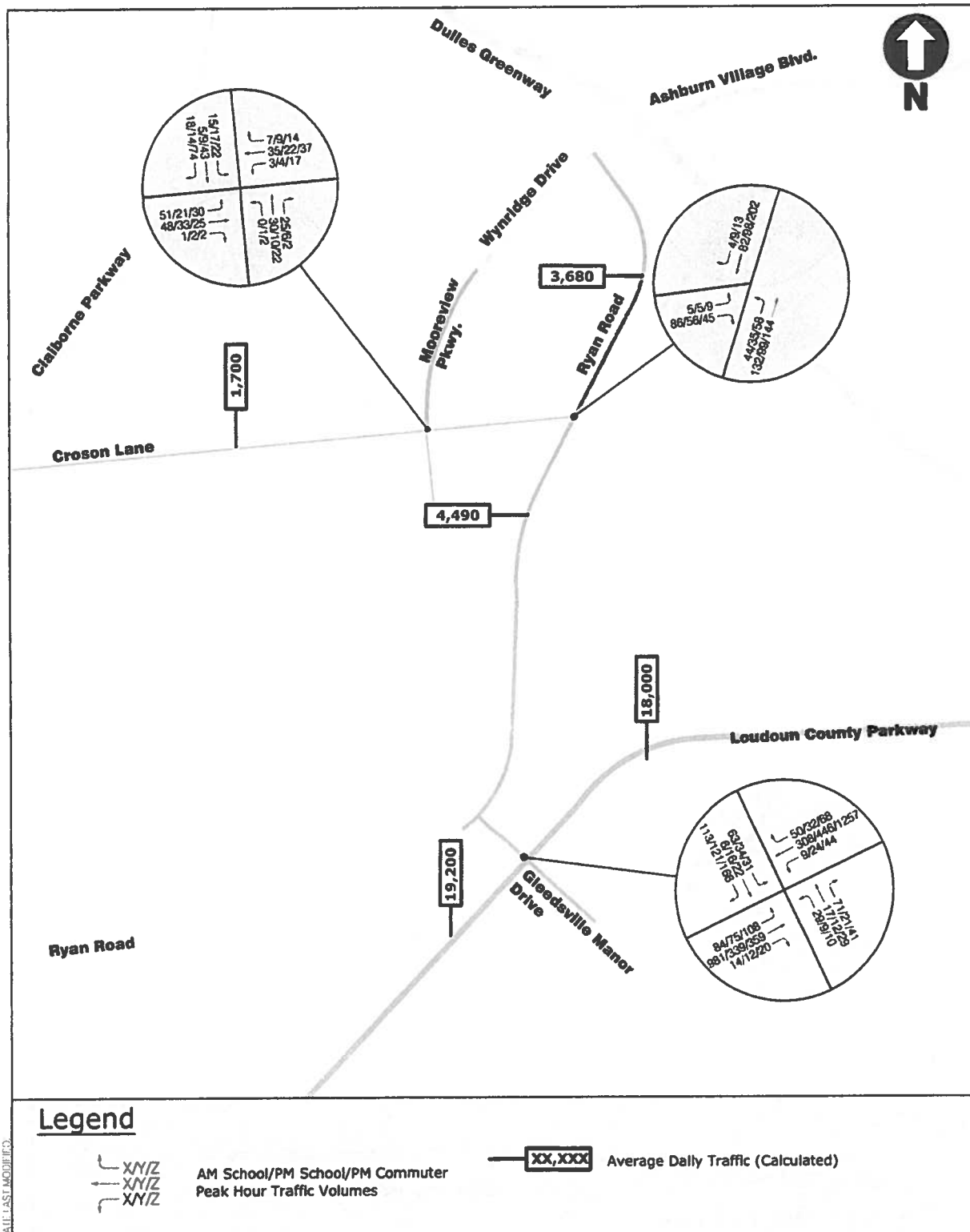


Figure 4
Existing Traffic Volumes (2010)

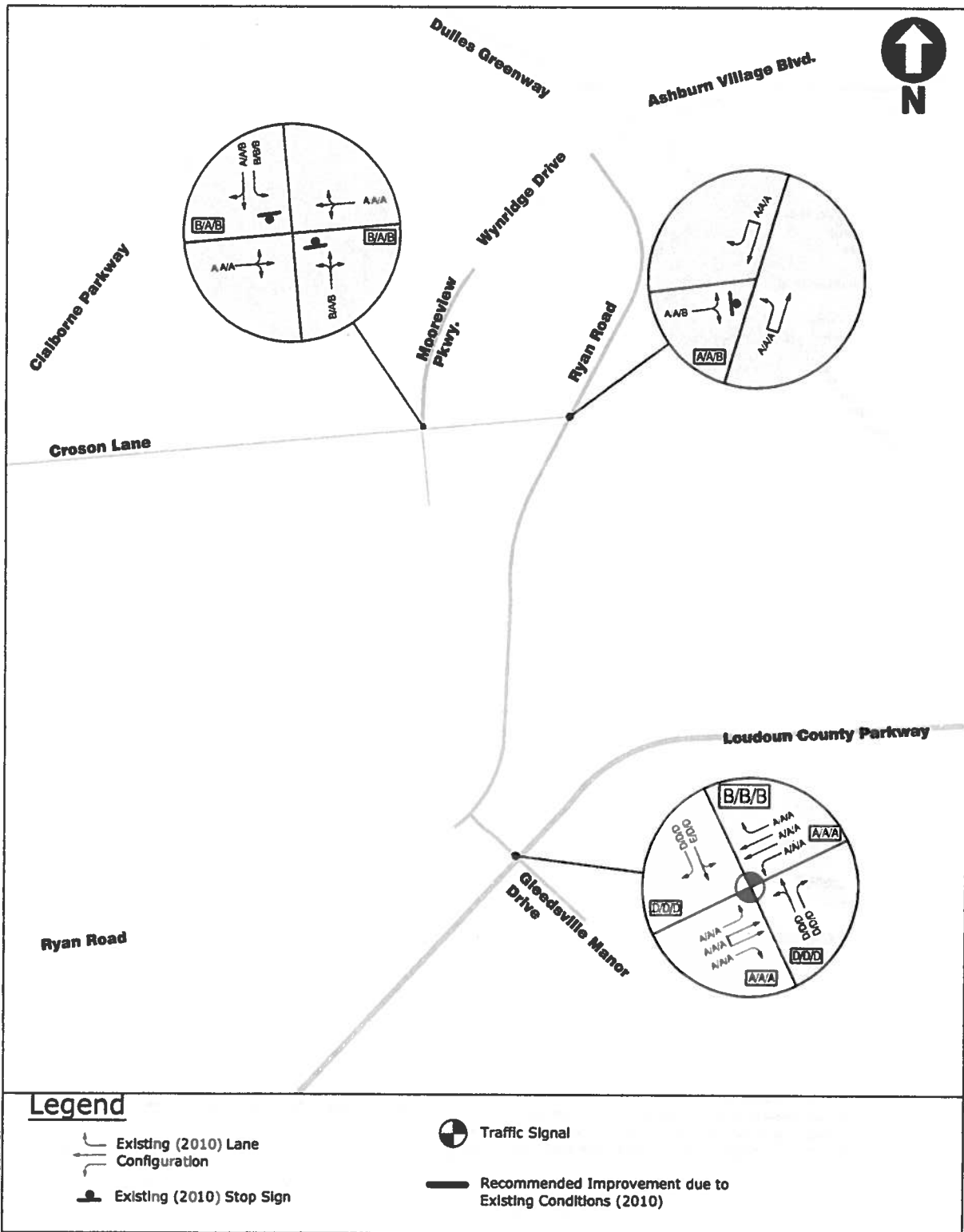


Table: Background Development Assumptions

	Density	Units
<u>Moorefield Station ^(1,2)</u>		
Phase I Residential		
Town House	237	DU
Single Family Detached	25	DU
Phase IIA Residential		
Town House	9	DU
Multi-Family	157	DU
Phase IIB Residential		
Multi-Family	50	DU
Live-Work	18	DU
Phase IIR Commerical		
Grocery	26,107	SF
Shopping Center	46,370	SF
Drive-In Bank	4,212	SF
<u>Brambleton ^(2,3)</u>		
Single Family Detached	896	DU
Town House	844	DU
Apartments	306	DU
Apartments (Elderly)	135	DU
Elementary School	1,600	Students
High School	1,735	Students
Church	18,000	SF
Daycare	2,700	SF
Recreation Center	33,750	SF
Retail	135,000	SF
Office	90,000	SF
<u>Loudoun Station ^(3,4)</u>		
Apartments	510	DU
Office	442,800	SF
Retail	15,000	SF
Restaurant	15,000	SF
Hotel	98	Rooms
Movie Theater with Matinee	5	Screens
<u>Dulles Parkway Center ^(4,5)</u>		
Office	150,000	SF
Sp Retail	6,000	SF
Quality Restaurant	6,000	SF
Condominium	149	DU
Two-Over-Two Condominium	39	DU
<u>Vantage Point ⁽⁵⁾</u>		
Single Family Detached	71	DU
<u>Loudoun Valley Estates II ⁽⁵⁾</u>		
Single Family Detached	212	DU
Town House	305	DU
Apartments	269	DU
<u>Station View ⁽⁶⁾</u>		
Single Family Attached	47	DU

Notes: (1) Trip generation information extracted from "CTD Moorefield Retail-Traffic Statement" dated September 7, 2006 prepared by PH&FA

(2) Trip generation information extracted from "Brambleton-Phase II TIA" dated June 2, 2003 prepared by Wells & Associates

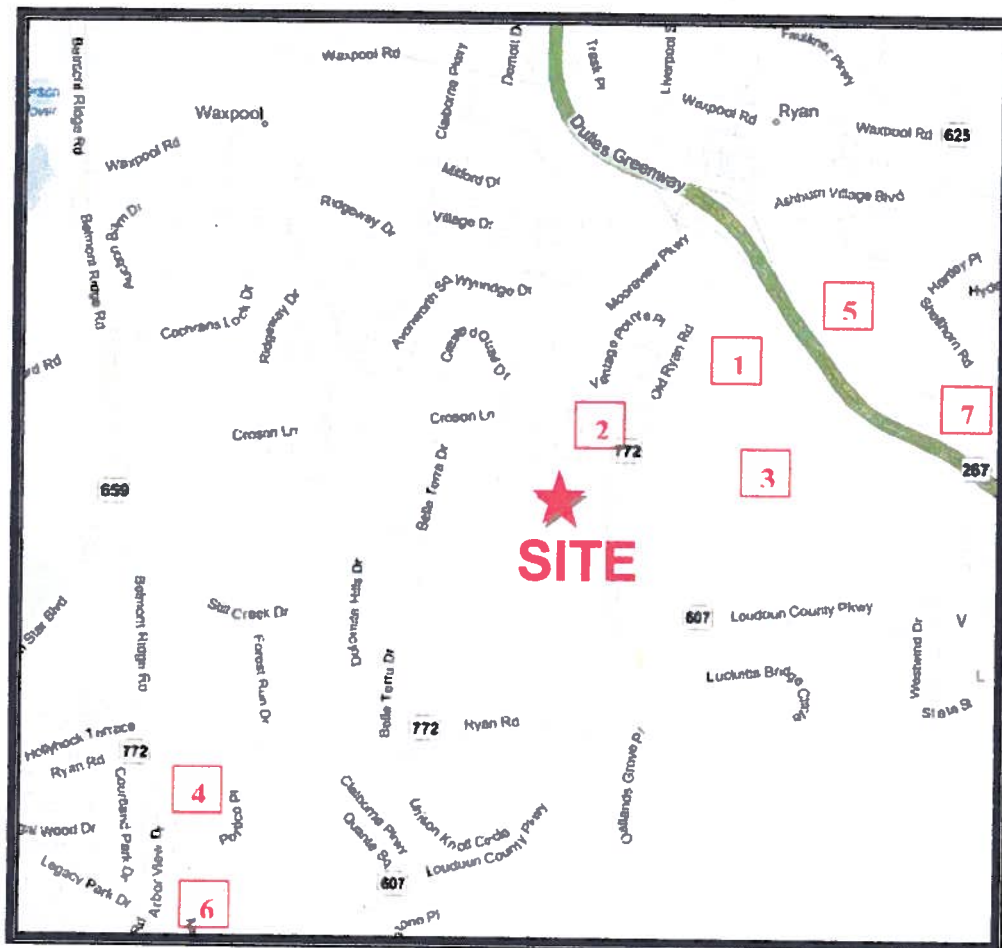
(3) Trip generation information extracted from "Loudoun Station TIA" dated June 24, 2002 prepared by Wells & Associates

(4) Trip generation information extracted from "Dulles Parkway Center-Turn Lane Warrant Analysis" dated February 7, 2008 prepared by Gorove Slade Associates

(5) Densities adjusted based on Loudoun County 2008 Growth Summary document.

(6) Density information extracted from Loudoun County 2008 Growth Summary document.

Figure 6: Location Map of Approved Background Developments



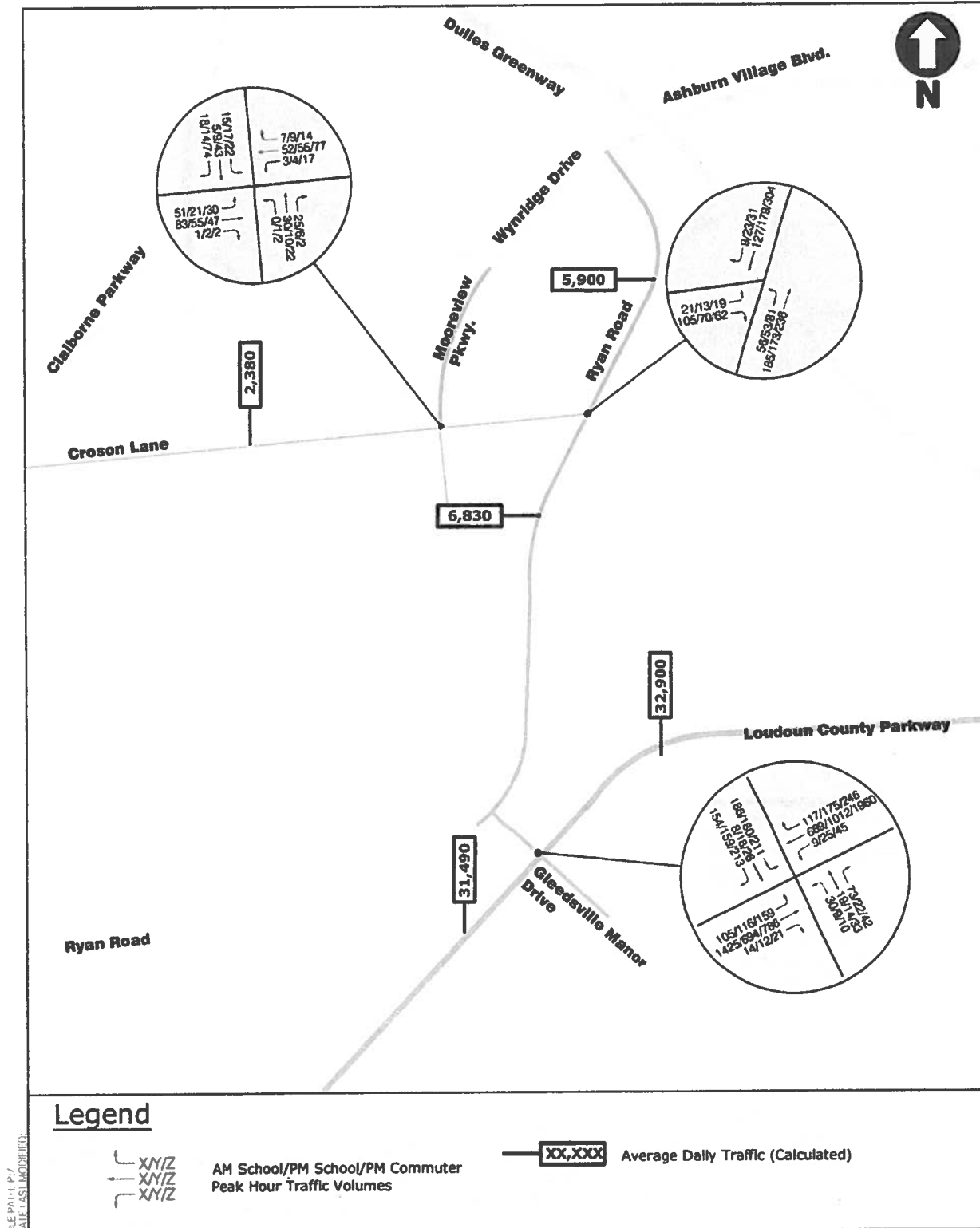


Figure 7
Future Conditions without Development Traffic Volumes (2013)

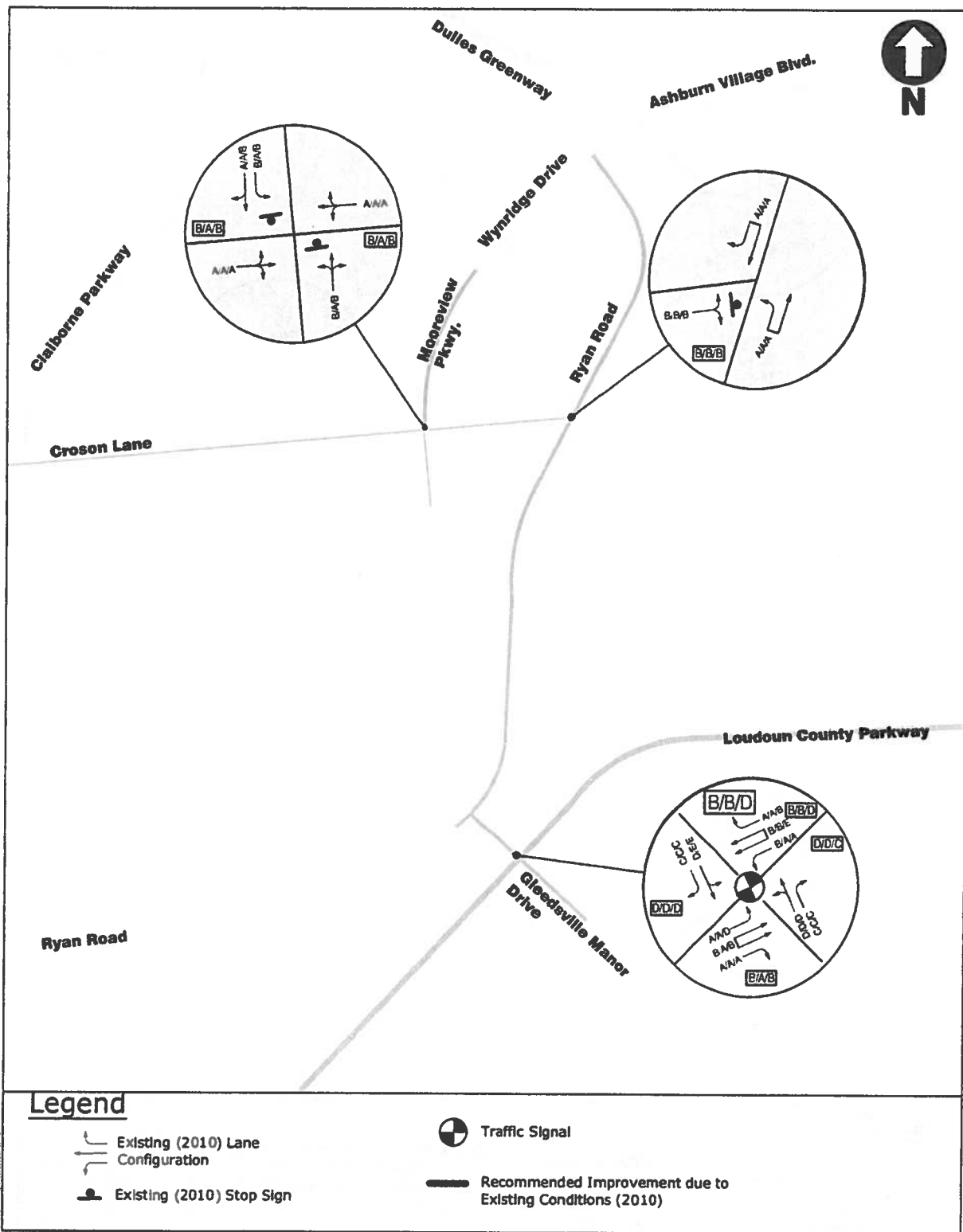


Figure 8
Future Conditions without Development Levels of Service (2013)

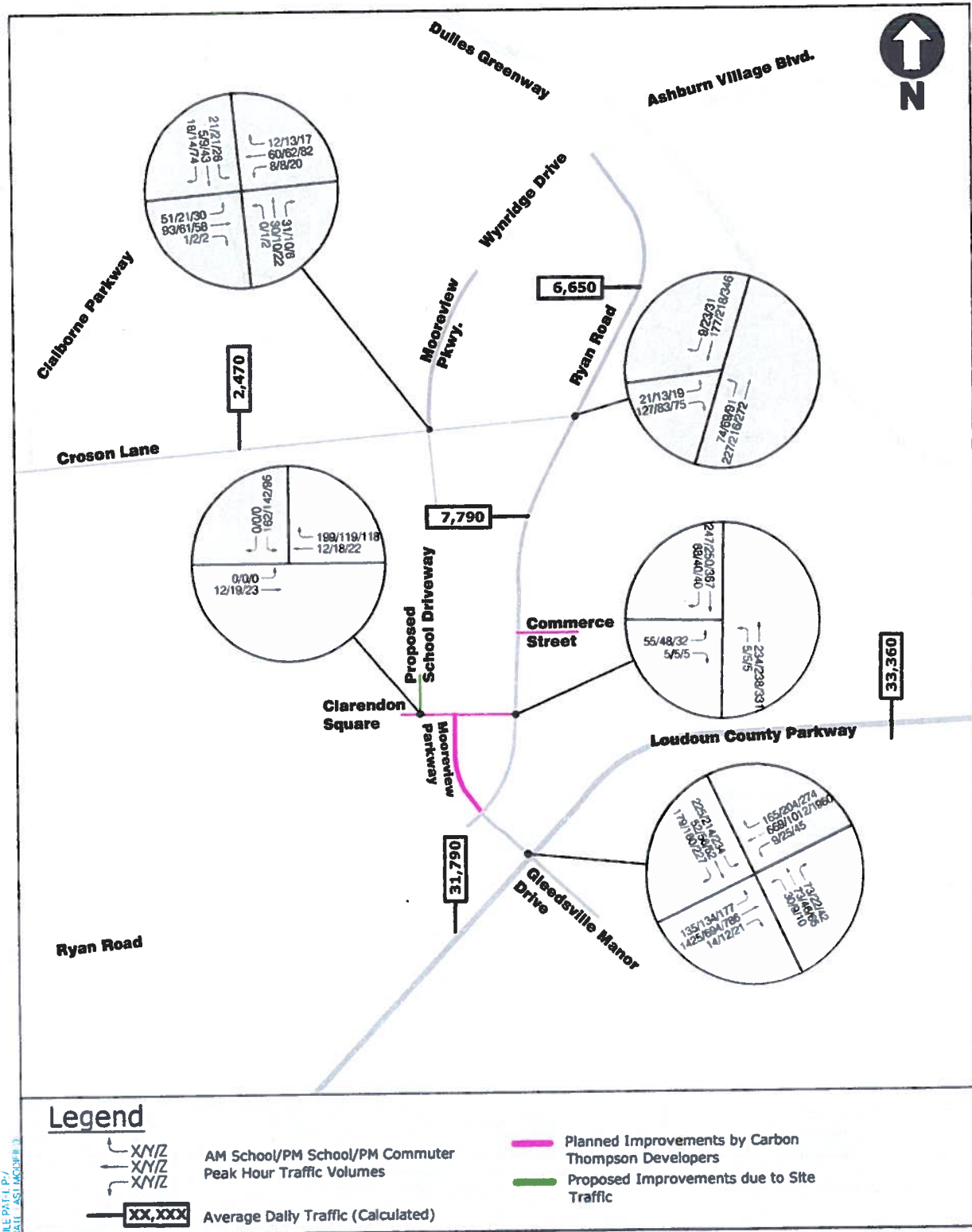
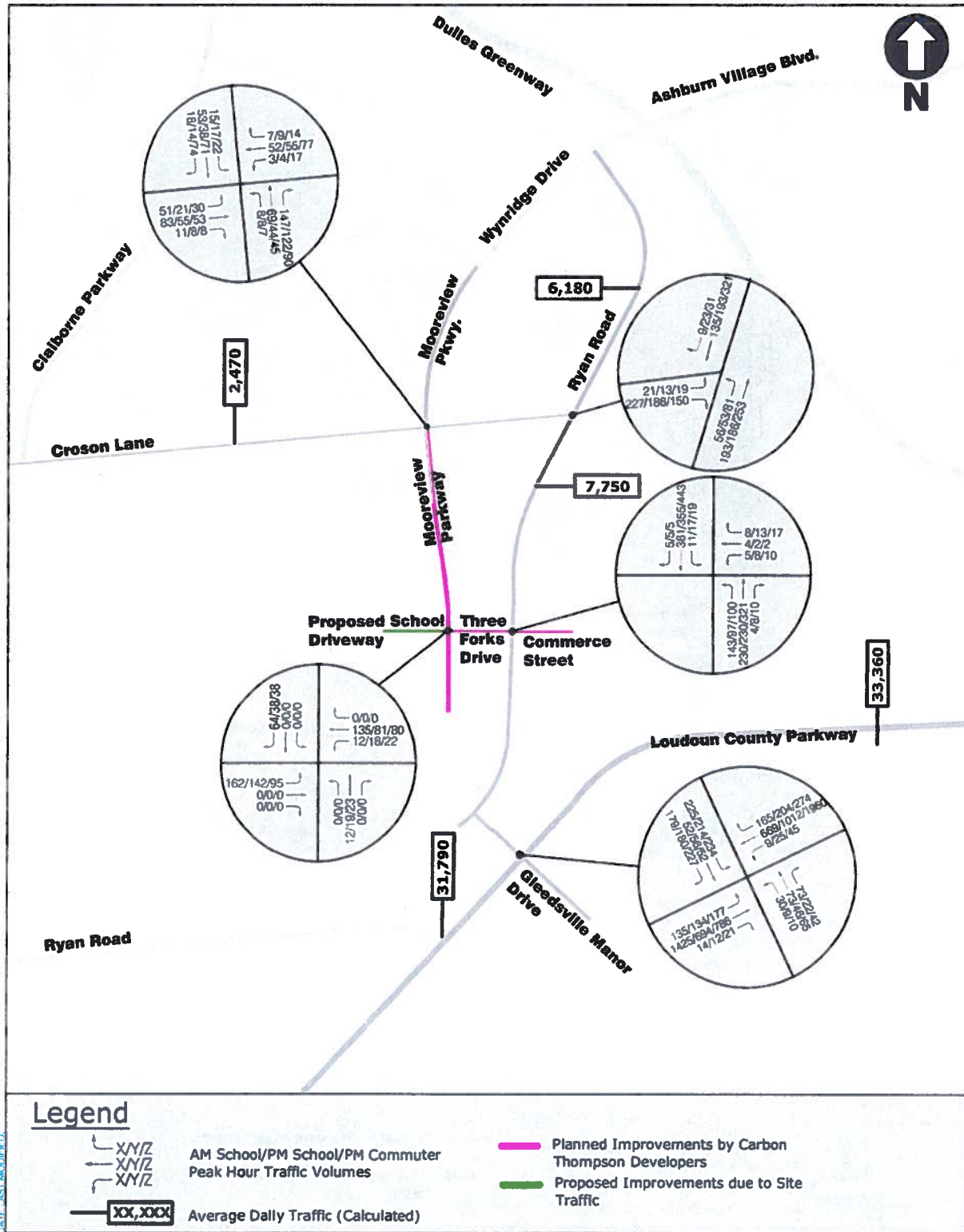


Figure 10A
 Future Conditions with Development Traffic Volumes (2013)
 Alternative 1: Construction of Mooreview Parkway as a four-lane divided road from Ryan Road to Clarendon Square (Site Access off of School Street)
 July 12, 2010



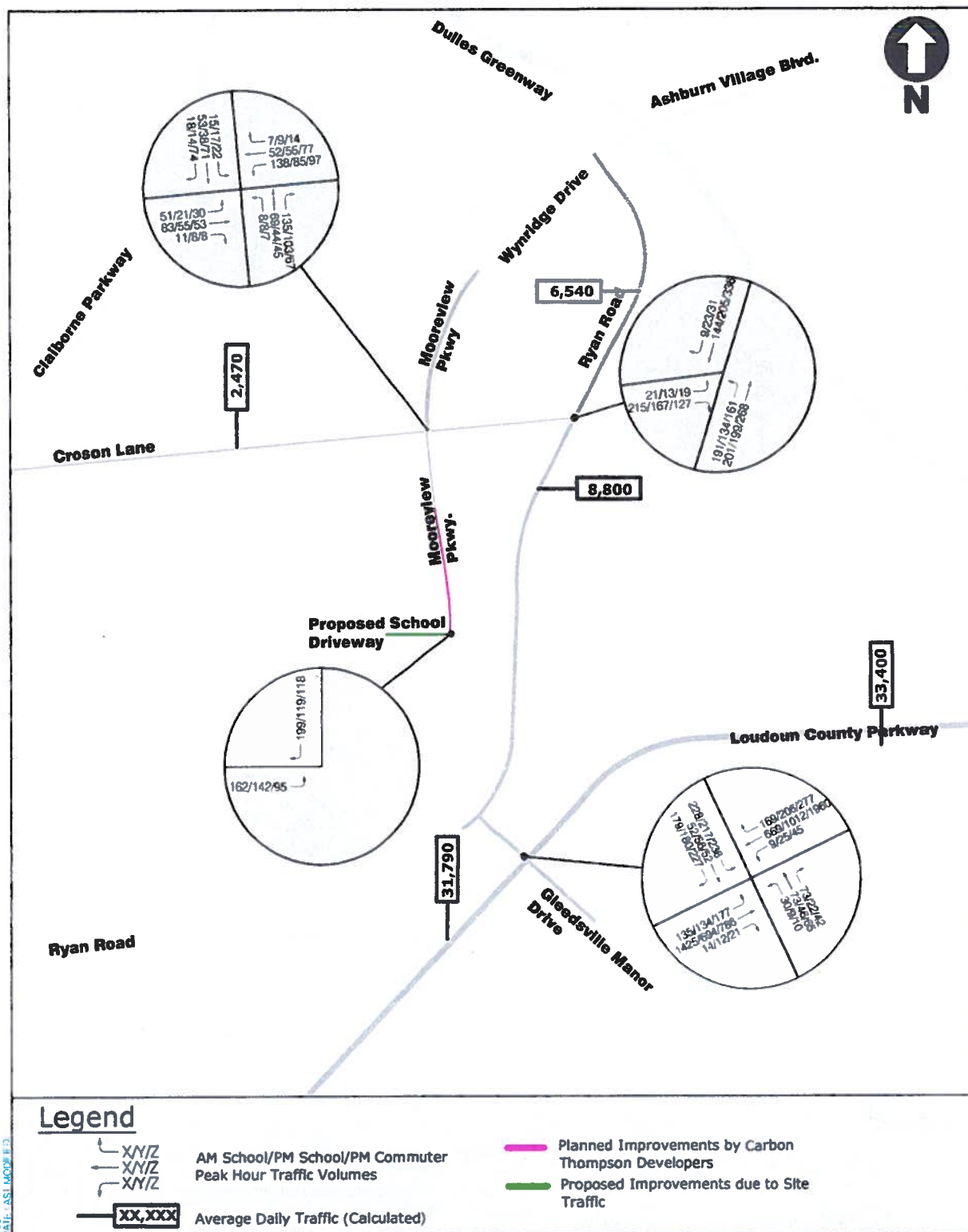


Figure 10C
 Future Conditions with Development Traffic Volumes (2013)
 Alternative 3: Extension of Mooreview Parkway as a two-lane divided road from its existing terminus to the Proposed School Driveway (Site Access Directly off of Mooreview Parkway)
 July 12, 2010

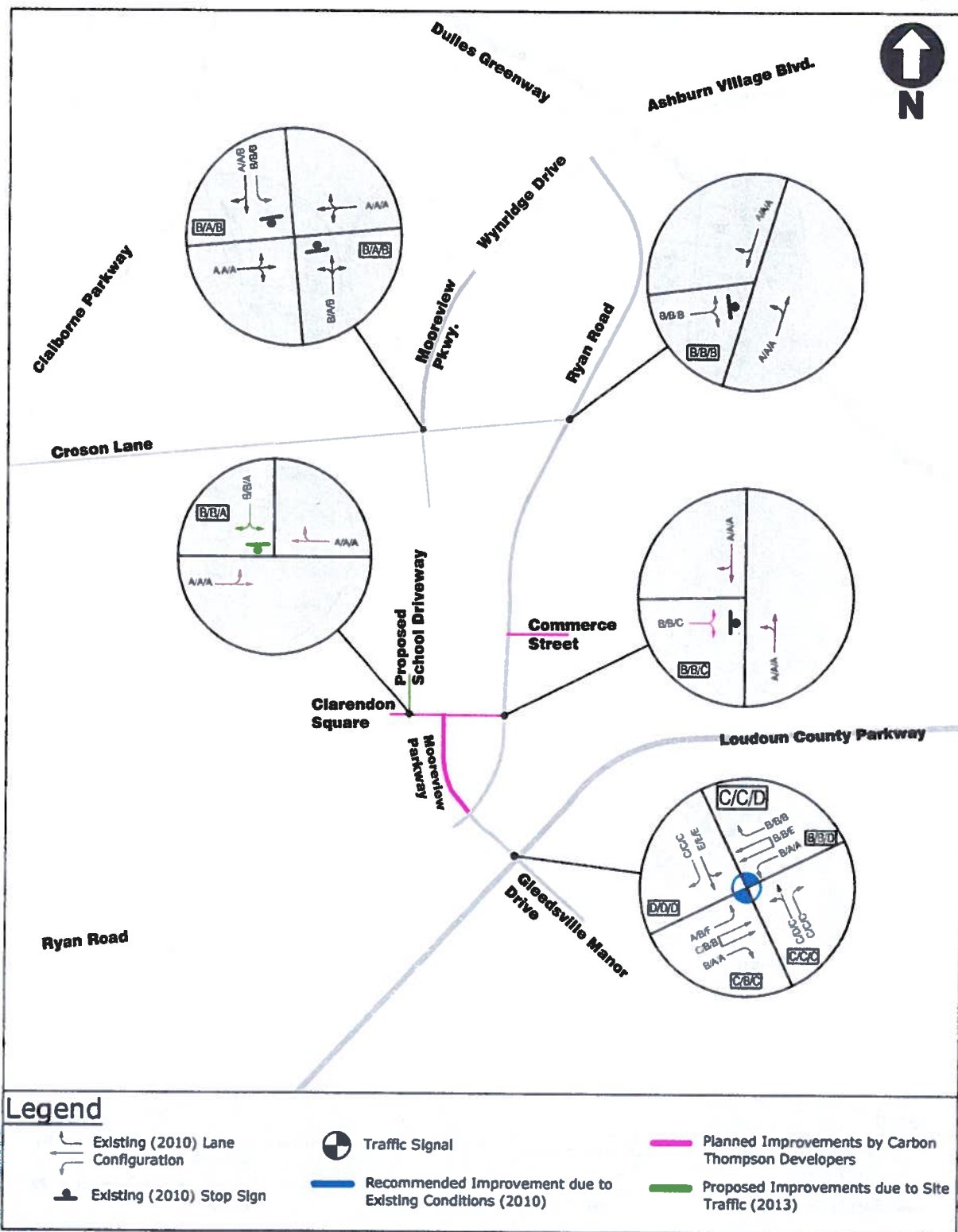


Figure 11
 Future Conditions with Development Recommended Improvements and Levels of Service (2013)
 Alternative 1: Construction of Mooreview Parkway as a four-lane divided road from Loudoun County Parkway to Clarendon Square (Site Access off of School Street)
 July 12, 2010

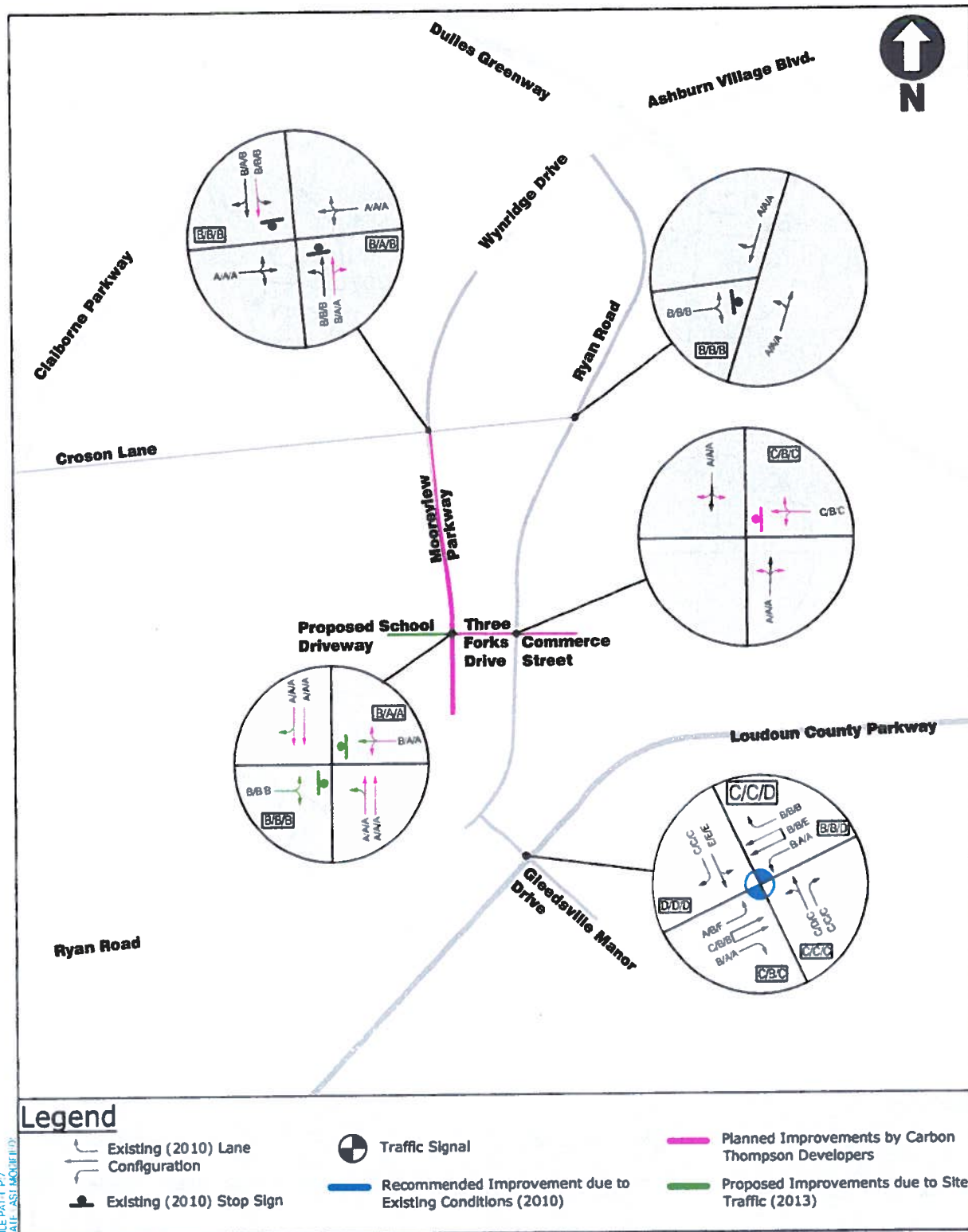


Figure 12
 Future Conditions with Development Recommended Improvements and Levels of Service (2013)
 Alternative 2: Construction of Mooreview Parkway as a four-lane divided road from Croson Lane to Clarendon Square (Site Access Directly off of Mooreview Parkway)
 July 12, 2010

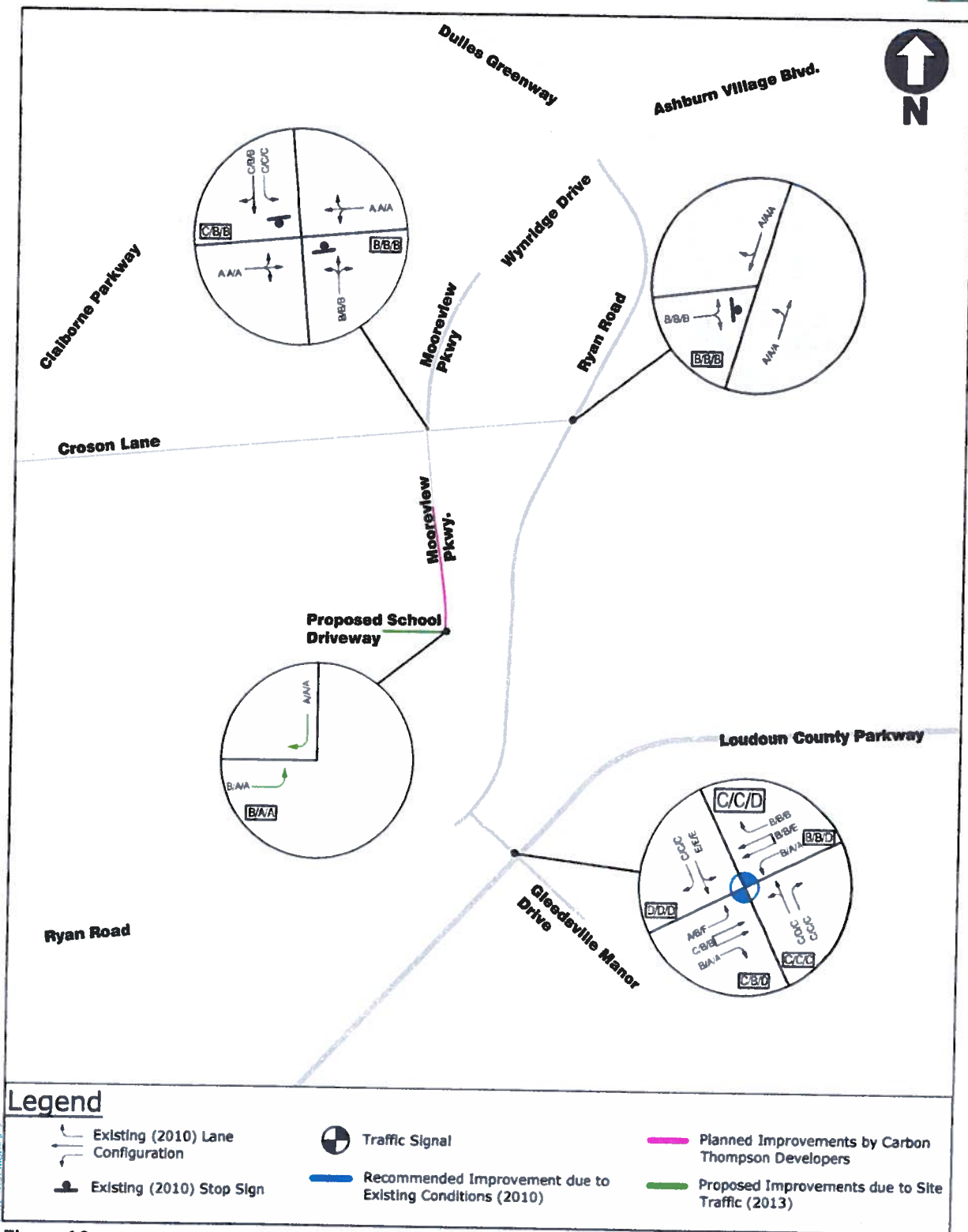


Figure 13
 Future Conditions with Development Recommended Improvements and Levels of Service (2013)
 Alternative 3: Extension of Mooreview Parkway as a two-lane divided road from its existing terminus to the Proposed School Driveway (Site Access Directly off of Mooreview Parkway)
 July 12, 2010



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151

(703) 383-VDOT (8368)

GREGORY A. WHIRLEY
COMMISSIONER

RECEIVED

JAN 31 2011

LOUDOUN COUNTY
DEPARTMENT OF PLANNING

January 24, 2011

Ms. Kate A. McConnell, AICP
County of Loudoun
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Loudoun County Public Schools ES-16 – Moorefield Station Elementary
Loudoun County Plan Number SPEX 2010-0016, Second Submission

Dear Ms. McConnell:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the second submission of the above referenced Special Exception and related supplemental traffic analysis was received by the Virginia Department of Transportation (VDOT) for review on December 17, 2010.

We have evaluated the application and related supplemental traffic analysis and find the traffic analysis acceptable. Please note the comment in the attached evaluation report relating to corner clearance, crossover spacing and turn lane lengths for the roads adjacent to the site.

Please arrange to have the attached evaluation report included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this application. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

If you have any questions, please call me at (703) 259-2492.

Sincerely,

Thomas B. Walker
Senior Transportation Engineer

Attachment (Evaluation Report)

January 24, 2011

Evaluation Report of Traffic Impact Analysis for Moorefield Station Elementary School

Summary of the Key Findings

The proposed development plan consists of approximately 80 acres and proposes a lease arrangement for the property to allow for the construction of an Elementary School comprising of approximately 875 students, a recycling center, and play fields. The County recycling center and a County parks and recreation site are by-right uses. The proposed development is located immediately west of the future Mooreview Parkway and south of Croson Lane in Loudoun County. The Elementary School is scheduled to open by 2013. The proposed Elementary School will generate approximately 361 new trips in the weekday morning school peak hour and approximately 261 new trips in the weekday afternoon school peak hour, and approximately 1,298 average weekday daily trips by 2013. A traffic signal is warranted and proffered at the Intersection of Loudoun County Parkway and Mooreview Parkway/Gleedsville Manor under existing (2010) conditions.

Accuracy of the Traffic Impact Analysis

The methodologies and assumptions used in the traffic impact analysis seem based upon the results of a scope of work meeting held by VDOT and others involved in the project.

Additional VDOT Recommendations/Comments

Ensure that all crossover spacing and turn lane and taper lengths on adjacent roads meet VDOT design standards. The access on Clarendon Square should be 225 feet from Mooreview Parkway to meet VDOT Access Management Corner Clearance requirements.

Conclusions

In general we find the Traffic Impact Analysis “**Acceptable**”.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

September 27, 2010

RECEIVED

OCT 4 2010

LOUDOUN COUNTY
DEPARTMENT OF PLANNING

Ms. Kate A. McConnell, AICP
County of Loudoun
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Mr. Scott Berger
County of Loudoun
Department of Building and Development
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Loudoun County Public Schools ES-16 – Moorefield Station Elementary
Loudoun County Plan Number SPEX 2010-0016

Moorefield Station Public Use Site
Loudoun County Plan Number FIDP 2010-0001

Dear Ms. McConnell and Mr. Berger:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the above referenced Special Exception and related supplemental traffic analysis was received by the Virginia Department of Transportation (VDOT) for review on August 16, 2010. The above referenced Final Development Plan is related to the same site so the attached comments pertain to both applications.

We have evaluated the application and related supplemental traffic analysis and prepared comments on the results of our evaluation. The comments present our key findings as well as detailed comments on the future transportation improvements which will be needed to support the current and planned development in the study area.

The Traffic Impact Analysis should be revised to address the comments in the evaluation report and resubmitted for further review.

Our comments are attached to assist the Loudoun County Board of Supervisors, the Department of Planning, and the Department of Building and Development in their decision making process regarding the Special Exception and Final Development Plan applications.

Please arrange to have these comments included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this application. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

If you have any questions, please call me at (703) 383-2041.

Sincerely,

A handwritten signature in black ink, appearing to be 'T. Walker', with a long horizontal line extending to the left.

Thomas B. Walker
Senior Transportation Engineer

Attachment (Evaluation Report)

Evaluation Report of Traffic Impact Analysis for Moorefield Station Elementary School

Summary of the Key Findings

The proposed development plan consists of approximately 80 acres and proposes a lease arrangement for the property to allow for the construction of an Elementary School comprising of approximately 875 students, a recycling center, and play fields. The County recycling center and a County parks and recreation site are by-right uses. The proposed development is located immediately west of the future Mooreview Parkway and south of Croson Lane in Loudoun County. The Elementary School is scheduled to open by 2013. The proposed Elementary School will generate approximately 361 new trips in the weekday morning school peak hour and approximately 261 new trips in the weekday afternoon school peak hour, and approximately 1,298 average weekday daily trips by 2013. A traffic signal is warranted and proffered at the Intersection of Loudoun County Parkway and Mooreview Parkway/Gleedsville Manor under existing (2010) conditions.

Accuracy of the Traffic Impact Analysis

The methodologies and assumptions used in the traffic impact analysis are based upon the results of a scope of work meeting held by VDOT and others involved in the project. The following are the comments for the traffic impact analysis.

1. Figure 5, Page 12; Level of Service for Loudoun County Parkway and Mooreview Parkway/Ryan Road (Unsignalized) intersection should also be shown graphically under existing conditions (2010) capacity analysis as well.
2. Table 2, Page 11; Mitigations at Loudoun County Parkway and Mooreview Parkway/Ryan Road (Unsignalized) should be written as Mitigations at Loudoun County Parkway and Mooreview Parkway/Ryan Road **(Signalized)**.
3. Traffic volume used in Synchro files for intersection capacity analysis results – future conditions with proposed development (2013), Alternative 1 (Appendix I) differs from volume provided in Figure 10A (page 27) in couple of Synchro analysis files (e.g. AM school peak (alternative 1) for Croson Lane & Mooreview Pkwy EBT, WBL, and WBT volume should be 93, 8 and 60 instead of 82, 33 and 46 respectively). Please check Alternative 1 (Appendix I) Synchro files volume and correct accordingly. Alternative 2 (Appendix K) and Alternative 3 (Appendix L) Synchro files volume appears to be consistent with the Figure 10B and Figure 10C respectively.
4. Table 8, page 34 and Table 9, page 37; Loudoun County Parkway and Mooreview Parkway/Ryan Road (signalized) intersection northbound movement should be shown as L/T and R, presently it is shown as L/T/R. Please check and correct accordingly.
5. Appendix B, last page; Is Gleedsville Manor and Croson Lane legitimate intersection? Please check and correct for typo in spelling of Gleedsville Manor and Croson Lane.

6. Peak Hour Factors used for PM commuter peak for existing (2010) conditions is not correct. It appears PHF used for PM commuter peak analysis is same as for PM School peak. Please modify by using appropriate PHF.
7. Total Future 2013, Alternative 2 Synchro analysis; School Driveway & Mooreview Parkway eastbound through movement lane configuration is not correct. It should be Left-Right movement only. Please check and correct accordingly.
8. Appendix B; could not verify System peak volumes for couple of intersections. Please provide with appropriate raw data used to get system peak volumes.

Comments on the Recommended Improvements

9. Loudoun County Parkway and Mooreview Parkway/Ryan Road (signalized) Intersection; Even though approach LOS is D or better for this intersection but eastbound left turn movement LOS worsens from LOS D (53 sec/veh) for Future conditions without development (2013) to LOS F (134.2 sec/veh), LOS F (134.2 sec/veh), and LOS F (140.6 sec/veh) for Alternative 1, Alternative 2 and Alternative 3 respectively for Future conditions with development (2013). An improvement/mitigation should be provided to bring eastbound left turn movement LOS to D or better.

Additional VDOT Recommendations/Comments

10. Scoping Document attached with the TIA is not signed by VDOT representative.

Conclusions

In general, based on our comments, the Traffic Impact Analysis will need to be revised and a final version submitted.

McConnell, Kate

From: Novak, Mark
Sent: Saturday, January 15, 2011 10:54 AM
To: McConnell, Kate
Subject: RE: SPEX 2010-0016 Moorefield Station Elementary

Kate,

I was off yesterday however, caught you e-mail. PRCS has no additional comments from our pervious comments of September 14, 2010 (1st submission) and has no objections to the approval of this application as present.

However, I'm in agreement with Dan Csizmar's comment he provided in his e-mail on January 11, 2011 concerning a regional trail along the entire frontage of the site along Mooreview Parkway, which is correctly depicted on the SPEX plat. As well as a "Proposed Pedestrian/Non-Motorized Vehicular Trail System" running along or within both gas transmission line easements running across the 81-acre public use site.

Thanks,
Mark

Mark A. Novak, ASLA
Chief Park Planner
Facilities Planning and Development Division
Loudoun County Department of Parks Recreation
and Community Services

215 Depot Court, S.E., 3rd Floor
Leesburg, Virginia 20175
(office) 703-737-8992
(Fax) 703-771-5354
mark.novak@loudoun.gov



LOUDOUN
COUNTY VIRGINIA

Please help reduce paper, only print if necessary

From: McConnell, Kate
Sent: Friday, January 14, 2011 1:43 PM
To: Novak, Mark
Subject: SPEX 2010-0016 Moorefield Station Elementary

Hi Mark,

Just wanted to check in and see if I should expect a 2nd referral from you. I largely included you in the 2nd referral distribution because you requested it in your 1st referral, which stated that you had no issues. If you are not commenting, then please send me an email simply stating this. If you are writing a 2nd referral, then this email will serve as a reminder that it is due today.

Please let me know if you have any questions.

Best,
Kate

Kate A. McConnell, AICP

Planner - Land Use Review

Loudoun County Department of Planning

1 Harrison Street, S.E., 3rd Floor, MSC #62

P.O. Box 7000

Leesburg, Virginia 20177-7000

[O] 703.777.0246

[F] 703.777.0441



**COUNTY OF LOUDOUN
PARKS, RECREATION AND COMMUNITY SERVICES
REFERRAL MEMORANDUM**

To: Kate McConnell, Project Manager
Planning Department (MSC #62A)

From: Mark A. Novak, Chief Park Planner, Facilities Planning and Development
(MSC #78)

CC: Diane Ryburn, Director
Steve Torpy, Assistant Director
Su Webb, Park Board, Chairman
Jean Ault, PROS Board, Vice-Chairman, Dulles District
Robert C. Wright, PROS Board, Open Space Member
James E. O'Connor, PROS Board, Open Space Member

Date: September 14, 2010

Subject: **Moorefield Station Elementary ES-16 (SPEX 2010-0016)**

Election District: Dulles **Sub Planning Area:** Ashburn

MCPI #: 120-17-0779



BACKGROUND:

Moorefield Station ZMAP 2001-0003 was approved by the Board of Supervisors December 16, 2002. The Applicant proposes to create an Urban Center Core for an integrated, transit oriented, pedestrian friendly development. The establishment of an 'Urban /Transit Related Center' is the first of its kind in Loudoun County and presents a compatible mixture of commercial, culture, institutional, governmental, recreational, open space, parks and residential uses associated in a compact urban setting. The site is located south of the Dulles Greenway, (Route 267) between the interchanges of the Loudoun County Parkway (Route 607) and Ryan Road (Route 722). The Applicant is requesting approval of a special exception to allow an 875 student of an elementary school (ES-16) on the proffered public use site. The proposed special exception area for the school is approximately 19.4 acres with the remainder of the property to be utilized for other public purposes including Parks and Recreation playing fields, a recycling center, and natural areas.

Policy:

The subject property is designated as Suburban Policy Area under the Revised General Plan (The Plan). The Toll Road Plan (TRP) designates this area for Business use and specifically for Transit Oriented Development.

Transit Oriented Development policies promote a mix of land uses that include public service/support uses such as schools. School policies identify the need for sites located

at the focus of the attendance area that will provide safe and convenient access for students. Schools are to be linked to adjacent neighborhoods by sidewalks or trails.

Project Analysis:

ES-16 will provide relief to elementary schools within Dulles North in the Briar Woods Cluster. Student projections for the five elementary schools in this service area indicate that, collectively, these elementary schools will exceed capacity by 1,350 students in the fall of 2013 when this school is planned to open. The School Board recommended that ES-16 open in 2012 but due to budgeting constraints the project is presently planned for 2013 under the LCSB Adopted 2011-2016 CIP. The project moved in the School Board's Adopted "Compliance" CIP.

COMMENTS:

With respect to Parks, Recreation and Community Services (PRCS) we offer the following comments and recommendations:

1. The Department of Parks, Recreation and Community Services has enjoyed a long-standing collaboration with Loudoun County Public Schools that allows the use of certain school facilities for PRCS programs. We appreciate that cooperative agreement and hope it continues since it is clearly consistent with the Revised General Plan policy that states school sites should be "*community assets and the focal point for active recreation and after-school programs*".

CONCLUSION/RECOMMENDATION:

PRCS has no objections to the approval of this application as present, and request the opportunity to review future plans (site plan) associated with this application.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 703-737-8992, or via e-mail at mark.novak@loudoun.gov. I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

McConnell, Kate

From: Csizmar, Daniel
Sent: Tuesday, January 11, 2011 4:29 PM
To: McConnell, Kate
Cc: Novak, Mark; Sara Howard-O'Brien
Subject: SPEX-2010-0016, ES #16

Kate,

I only have one comment associated with SPEX-2010-0016, ES-16. All of my other previous comments were addressed.

According to Sheet 6 of the CDP for Moorefield Station, ZMAP-2001-0003, there is supposed to be a regional trail along the entire frontage of the site along Mooreview Parkway, which is correctly depicted on the SPEX plat.

There is also supposed to be a "Proposed Pedestrian/Non-Motorized Vehicular Trail System" running along or within both gas transmission line easements running across the 81-acre public use site. I am not sure the internal trail system to link together the athletic fields and school uses proposed on the site meet the intent of this requirement. I suggest we consult with Parks and Recreation and the Loudoun County Public Schools to make sure these trails, which are proffered to be provided according to what is shown on Sheet 6 of the CDP, are provided to meet the intent of the approved proffers for Moorefield Station.

Thank You.

Dan

Daniel Csizmar
Loudoun County Department of Construction and Waste Management
Capital Budget and Planning Division
211 Gibson Street, NW, MS#64
Leesburg, VA 20176
(703) 771-5997



Loudoun County, Virginia
Department of Construction & Waste Management

MEMORANDUM

Date: September 13, 2010
To: Kate McConnell, Department of Planning Services
From: Dan Csizmar, Department of Construction and Waste Management
Subject: SPEX-2010-0116, Moorefield Station Elementary School, ES-16

This memorandum is in response to your request for referral comments regarding the submission of the Special Exception (SPEX) Plat for SPEX-2010-0016, Moorefield Station Elementary School, ES-16. My referral comments are as follows:

- 1.) On Sheet #2, in the Zoning Tabulations section, the zoning information states there are no building or parking setbacks on the site. This is incorrect. The requirements of Section 5-900 of the Revised 1993 Zoning Ordinance, Access and Setbacks from Specific Roads and the W&OD Trail, still apply on the site. Mooreview Parkway is planned to be a Major Collector Road. The required building setback off of a major collector road according to Section 5-900 is 75 feet. The required parking setback off of a major collector road is 35 feet. Please revise.
- 2.) On Sheet #2, in the Zoning Tabulations section, the zoning information states there is no applicable maximum floor area ratio on the site due to Proffer XIII.A of ZMAP-2001-0003, Moorefield Station. This is incorrect. According to the terms of Section 4-1107 of the Revised 1993 Zoning Ordinance, and the terms of the approved Proffer Statement for ZMAP-2001-0003, the maximum floor area ratio allowed on the site of the proposed Elementary School is 0.40. Please revise.

January 21, 2011

Ms. Kate McConnell
Loudoun County
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, VA 20177-7000

Re: SPEX 2010-0016
Loudoun County Schools ES-16 Moorefield Station Elementary

Dear Ms. McConnell:

Loudoun Water has reviewed the referenced referral application and the following comments are provided for your use:

- Please be advised that the maximum permitted dead-end water main length is 500-feet. The water main extending to the adjacent park is in excess of 500-feet. As the location of the building and associated utilities are depicted for information purposes only, this may be resolved with the Final Development Plan.
- Loudoun Water offers no objection to the approval of this application.

Public water and sanitary sewer service would be contingent upon the developer's compliance with Loudoun Water's *Statement of Policy; Rate, Rules and Regulations*; and Design Standards.

Should you have any questions, please contact me.

Sincerely,



Julie Atwell
Engineering Administrative Specialist



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BUILDING AND DEVELOPMENT

September 7, 2010

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SEP 10 2010
LOUDOUN COUNTY
DEPARTMENT OF PLANNING

Ms. Kate McConnell
Department of Building & Development
1 Harrison Street, S.E.
P. O. Box 7000
Leesburg, Virginia 20177-7000

Re: SPEX 2010-0016
Loudoun County Public School ES-16 Moorefield Station Elementary

Dear Ms. McConnel:

Loudoun Water has reviewed the referenced Special Exception and offers the following comments:

- Do not extend water main south from the school into Moorefield Station Section 2A, as this will involve crossing gas mains and interconnecting different hydraulic pressure zones. Alternatively, extend water main west to Lost Branch Circle, in order to provide adequate looping of the water main.
- Consider relocating the Restrooms & Concession building to a location that would not require extending water and sanitary sewer mains across the gas mains.
- Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's Statement of Policy; Rates, Rules and Regulations; and Design Standards.

Should you have any questions, please do not hesitate to contact me by phone at 571.291.7938 or email dpowers@loudounwater.org.

Sincerely,



Dominic Powers, EIT
Civil Engineer





Environmental Health
Phone: 703 / 777-0234
Fax: 703 / 771-5023

Loudoun County Health Department

P.O. Box 7000
Leesburg VA 20177-7000



Community Health
Phone: 703 / 777-0236
Fax: 703 / 771-5393

25 August 2010

MEMORANDUM TO: Kate McConnell, Project Manager
Department of Planning, **MSC 62**

FROM:

Matthew D. Tolley
Sr. Env. Health Specialist
Division of Environmental Health, **MSC 68**

SUBJECT:

**SPEX 2010-0016; Loudoun County Public
Schools ES-16; Moorefield Station Elementary
LCTM: 92 C ((25)) 4 (PIN 120-17-0779)**



The Health Department recommends approval of this application. The applicant needs to be aware that a well and sewage disposal system will have to be abandoned prior to any site plan or subdivision approval. The plat reviewed was prepared by Urban and was dated 12 July 2010.

Attachments Yes ___ No X

If further information or clarification on the above project is required, please contact Matt Tolley at 771-5248.

MDT/JEL/mt
c:subdvgd.ref



LOUDOUN COUNTY, VIRGINIA
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359



Memorandum

To: Kate A. McConnell, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: September 13, 2010
Subject: LCPS ES 16 – Moorefield Station Elementary
SPEX 2010-0016

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SEP 14 2010

LOUDOUN COUNTY
DEPARTMENT OF PLANNING

Thank you for the opportunity to review the above captioned applications. The Fire and Rescue Planning Staff has no comments.

The Fire-Rescue GIS and Mapping coordinator offered the following information regarding estimated response times:

PIN	Project name	Moorefield Station 23 Travel Time
120-17-0779	ES 16	1 minute

Travel times are determined using ESRI GIS network analyst along the county's street centerline with distance and speed limit being the criteria. Travel time is reported in minutes and seconds. For the approximate response time two minutes is added for turnout time.

Project name	Moorefield Station 23 Response Times
ES 16	3 minutes

If you have any questions or need additional information, please contact me at 703-777-0333.

c: Project file

Teamwork * Integrity * Professionalism * Service

McConnell, Kate

From: Church, Boyd
Sent: Friday, August 27, 2010 2:39 PM
To: McConnell, Kate
Subject: SPEX 2010-0016

Dear Ms. McConnell:

This office has no comment on the above referenced application at this time. Comments will be provided when more detailed engineering information is available.

Sincerely,
Boyd M. Church
Sr. Stormwater Engineer
Loudoun County Dept. of General Services
803 Sycolin Rd. S.E. Suite 100
Leesburg, VA 20175
571-258-3204 (direct)
571-233-9629 (mobile)

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JAN 20 2011

LOUDOUN COUNTY
DEPARTMENT OF PLANNING

Important! The adopted Affidavit and Reaffirmation of Affidavit forms shall not be altered or modified in any way. Any form that is altered or modified in any way will not be accepted.

REAFFIRMATION OF AFFIDAVIT

In reference to the Affidavit dated July 12, 2010
(enter date of affidavit)

For the Application LCPS, ES-16, Elementary School at Moorefield Station, with Number(s) SPEX 2010-0016
[enter Application name(s)] [enter Application number(s)]

I, Sara Howard-O'Brien, do hereby state that I am an

(check one) Applicant (must be listed in Paragraph C of the above-described affidavit)
 ✓ Applicant's Authorized Agent (must be listed in Paragraph C of the above-described affidavit)

And that to the best of my knowledge and belief, the following information is true:

(check one) I have reviewed the above-described affidavit, and the information contained therein is true and complete as of _____, or;
(today's date)

 ✓ I have reviewed the above-described affidavit, and I am submitting a new affidavit which includes changes, deletions or supplemental information to those paragraphs of the above-described affidavit indicated below:

(Check if applicable)

 ✓ Paragraph C-1
_____ Paragraph C-2
_____ Paragraph C-3
_____ Paragraph C-4(a)
_____ Paragraph C-4(b)
_____ Paragraph C-4(c)

WITNESS the following signature:

Sara Howard-O'Brien
check one: [] Applicant or [✓] Applicant's Authorized Agent

Sara Howard-O'Brien, AICP, Land Management Supervisors, Loudoun County Public Schools
(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 20th day of January, 20 11, in the
State/Commonwealth of Virginia, in the County/City of Loudoun.

Donna M. Torraca

Notary Public

My Commission Expires:

DONNA M. TORRACA
Notary Public
Commonwealth of Virginia
162101
My Commission Expires Apr 30, 2011

Notary Registration Number:

I, Sara Howard-O'Brien, do hereby state that I am an

☐ Applicant

☒ Applicant's Authorized Agent listed in Section C.1. below

in Application Number(s): SPEX 2010-0016, Moorefield Station Elementary School Site (ES-16)

and that to the best of my knowledge and belief, the following information is true:

C. DISCLOSURES: REAL PARTIES IN INTEREST AND LAND USE PROCEEDINGS

1. REAL PARTIES IN INTEREST

The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS** and **LESSEES** of the land described in the application* and if any of the forgoing is a **TRUSTEE**** each **BENEFICIARY** of such trust, and all **ATTORNEYS**, and **REAL ESTATE BROKERS**, and all AGENTS of any of the foregoing.

All relationships to the persons or entities listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together (ex. Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner, etc.) For a multiple parcel application, list the Parcel Identification Number (PIN) of the parcel(s) for each owner(s).

PIN	NAME (First, M.I., Last)	ADDRESS (Street, City, State, Zip Code)	RELATIONSHIP (Listed in bold above)
120-17-0779	CTD Moorefield Retail LLC Jim Mertz, Exec. VP	13650 Dulles Technology Dr. Ste 250 Herndon, VA 20171	Owner
	Loudoun County School Board Sam Adamo, Sara Howard-O'Brien	21000 Education Ct., 2 nd Floor Planning Department Ashburn, VA 20148	Applicant
	Urban Engineering & Associates, Inc. (t/a Urban Ltd.) David T. McElhaney Christopher W. Myers	7712 Little River Turnpike, Annandale, VA 22003	Agent
	Gorove Slade Associates, Inc. Christopher M. Tacinelli Tushar Awar	3914 Centreville Rd, Ste 330 Chantilly, VA 20151	Agent

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** In the case of a TRUSTEE, list Name of Trustee, name of Trust, if applicable, and name of each beneficiary.

Check if applicable:

☐ There are additional Real Parties in Interest. See Attachment to Paragraph C-1.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

CTD Moorefield Retail, LLC, 13650 Dulles Technology Drive, Suite 250, Herndon, VA 20171

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
TR Realty Loudoun Partners, Ltd	
Carbon Loudoun, Ltd	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Thompson Realty Development Corporation, 2505 N. Plano Rd., Ste. 3000, Richardson, TX 75082

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
The Hayden Company	
The Williamsburg Corporation	
Joe C. Thompson, Jr.	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

The Hayden Company, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Mary Margaret Thompson Wolf Hayden, Company Investment Trust	Mary Ann Thompson Hayden, Company Investment Trust
Henry Douglas Thompson Hayden, Company Investment Trust	Mary T. Wolf "F" Trust
John P. Thompson, Jr., Hayden, Company Investment Trust	H. Douglas Thompson "F" Trust
John P. Thompson, Jr. "F" Trust	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

The Williamsburg Corporation, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Jere W. Thompson	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Mary Margaret Thompson Wolf Hayden Company Investment Trust, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Mary T. Wolf "F" Trust	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Henry Douglas Thompson Hayden Company Investment Trust, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
H. Douglas Thompson "F" Trust	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

John P. Thompson, Jr. Hayden Company Investment Trust, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
John P. Thompson, Jr. "F" Trust	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Mary Ann Thompson Hayden Company Investment Trust, 12225 Greenville Ave. Suite 440,
Dallas, TX 75243

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

<i>SHAREHOLDER NAME</i> <i>(First, M.I., Last)</i>	<i>SHAREHOLDER NAME</i> <i>(First, M.I., Last)</i>
Mary Ann Thompson-Frenk "F" Trust	

Names of Officers and Directors:

<i>NAME</i> <i>(First, M.I., Last)</i>	<i>Title</i> <i>(e.g. President, Treasurer)</i>

Check if applicable:

☐ *There is additional Corporation Information. See Attachment to Paragraph C-2.*

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Mary Ann Thompson-Frenk "F" Trust, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

<i>SHAREHOLDER NAME (First, M.I., Last)</i>	<i>SHAREHOLDER NAME (First, M.I., Last)</i>
Mary Ann Thompson-Frenk	

Names of Officers and Directors:

<i>NAME (First, M.I., Last)</i>	<i>Title (e.g. President, Treasurer)</i>

Check if applicable:

☐ *There is additional Corporation Information. See Attachment to Paragraph C-2.*

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Thompson Realty Investment Corporation, 2505 N. Plano Rd, Ste 3000, Richardson, TX 75082

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
The Hayden Company	
The Williamsburg Company	
Joe C. Thompson, Jr.	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

The Florida Company, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Joe C. Thompson, Jr.	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

H. Douglas Thompson "F" Trust, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

<i>SHAREHOLDER NAME (First, M.I., Last)</i>	<i>SHAREHOLDER NAME (First, M.I., Last)</i>
H. Douglas Thompson	

Names of Officers and Directors:

<i>NAME (First, M.I., Last)</i>	<i>Title (e.g. President, Treasurer)</i>

Check if applicable:

☐ *There is additional Corporation Information. See Attachment to Paragraph C-2.*

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

John P. Thompson, Jr. "F" Trust, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
John P. Thompson, Jr.	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Mary T. Wolf "F" Trust, 12225 Greenville Ave., Suite 440, Dallas, TX 75243

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

<i>SHAREHOLDER NAME (First, M.I., Last)</i>	<i>SHAREHOLDER NAME (First, M.I., Last)</i>
Mary T. Wolf	

Names of Officers and Directors:

<i>NAME (First, M.I., Last)</i>	<i>Title (e.g. President, Treasurer)</i>

Check if applicable:

☐ *There is additional Corporation Information. See Attachment to Paragraph C-2.*

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all OFFICERS and DIRECTORS of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Loudoun CL-1, LLC 1701 N. Collins Blvd., Suite 1200, Richardson, TX 75080

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

<i>SHAREHOLDER NAME (First, M.I., Last)</i>	<i>SHAREHOLDER NAME (First, M.I., Last)</i>
Edmund H. Garahan	

Names of Officers and Directors:

<i>NAME (First, M.I., Last)</i>	<i>Title (e.g. President, Treasurer)</i>

Check if applicable:

☐ *There is additional Corporation Information. See Attachment to Paragraph C-2.*

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, **and if such corporation is an owner of the subject land**, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Urban Engineering & Associates, Inc. (t/a Urban, Ltd.) 7712 Little River Turnpike,
Annandale, VA 22003

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
J. Edgar Sears, Jr.	
Barry B. Smith	
Brian A. Sears	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)
J. Edgar Sears, Jr.	President and Treasurer
Barry B. Smith	Vice President and Secretary

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, **and if such corporation is an owner of the subject land**, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Gorove Slade Associates, Inc., 3914 Centreville Road, Suite 330, Chantilly, VA 20151

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

☐ There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Christopher M. Tacinelli	
Chad A. Baird	
Daniel B. VanPelt	
Erwin N. Andres	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)
Christopher M Tacinelli	President
Chad A. Baird	Vice President and Treasurer
Daniel B. VanPelt	Vice President and Secretary
Erwin N. Andres	Vice President and Director

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

Loudoun County School Board, 21000 Education Court, Ashburn, VA 20148

√ (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

<i>NAME</i> (First, M.I., Last)	<i>Title</i> (e.g. General Partner, Limited Partner, etc)
Robert F. Dupree, Jr.	Dulles District
Thomas E. Reed	At-Large
Tom Marshall	Leesburg District
Priscilla B. Godfrey	Vice Chairman, Blue Ridge District
John Stevens	Chairman, Potomac District
Bob Ohneiser, Esq.	Broad Run District
J. Warren Geurin	Sterling District
Jennifer K. Bergel	Catoctin District
Dr. Joseph M. Guzman	Sugarland Run District

Check if applicable:

 Additional Partnership information attached. See Attachment to Paragraph C-3.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

TR Realty Loudoun Partners, LTD, 2505 N Plano Road, Suite 3000, Richardson, TX 75082

_____ (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

NAME (First, M.I., Last)	Title (e.g. General Partner, Limited Partner, etc)
Thompson Realty Development Corporation	General Partner
TR Residential Realty, Ltd	Limited Partner
The Florida Company	Limited Partner
The Williamsburg Corporation	Limited Partner
W.T. Field	Limited Partner
Kelly P.B. Drablos	Limited Partner
Mary T. Wolf "F" Trust	Limited Partner
H. Douglas Thompson "F" Trust	Limited Partner
John P. Thompson, Jr. "F" Trust	Limited Partner

Check if applicable:

___ Additional Partnership information attached. See Attachment to Paragraph C-3.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

TR Residential Realty, LTD, 2505 N. Plano Road, Suite 3000, Richardson, TX 75082

 (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

<i>NAME</i> (First, M.I., Last)	<i>Title</i> (e.g. General Partner, Limited Partner, etc)
The Hayden Company	Limited Partner
The Florida Company	Limited Partner
Joe C. Thompson, Jr.	Limited Partner
Jere W. Thompson	Limited Partner
W.T. Field	Limited Partner
Thompson Realty Investment Corporation	General Partner

Check if applicable:

 Additional Partnership information attached. See Attachment to Paragraph C-3.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

Carbon Loudoun, LTD, 1701 N. Collins Blvd., Suite 1200, Richardson, TX 75080

 (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

<i>NAME</i> <i>(First, M.I., Last)</i>	<i>Title</i> <i>(e.g. General Partner, Limited Partner, etc)</i>
Loudoun CL-1, LLC	General Partner
Edmund H. Garahan	Limited Partner
Kurt Jones	Limited Partner

Check if applicable:

 Additional Partnership information attached. *See Attachment to Paragraph C-3.*

4. ADDITIONAL INFORMATION

a. One of the following options **must** be checked:

☐ In addition to the names listed in paragraphs C. 1, 2, and 3 above, the following is a listing of any and all other individuals who own in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

☒ Other than the names listed in C. 1, 2 and 3 above, no individual owns in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

Check if applicable:

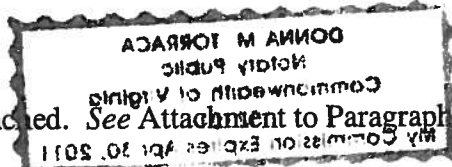
☐ Additional information attached. See Attachment to Paragraph C-4(a).

b. That no member of the Loudoun County Board of Supervisors, Planning Commission, Board of Zoning Appeals or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or though an interest in a partnership owning such land, or as beneficiary of a trust owning such land.

EXCEPT AS FOLLOWS: (If none, so state). None. Property owned by Loudoun County School Board.

Check if applicable:

☐ Additional information attached. See Attachment to Paragraph C-4(b).



c. That within the twelve-month period prior to the public hearing for this application, no member of the Loudoun County Board of Supervisors, Board of Zoning Appeals, or Planning Commission or any member of his immediate household, either individually, or by way of partnership in which any of them is a partner, employee, agent or attorney, or through a partner of any of them, or through a corporation (as defined in the Instructions at Paragraph B.3) in which any of them is an officer, director, employee, agent or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has or has had any business or financial relationship (other than any ordinary customer or depositor relationship with a retail establishment, public utility, or bank), including receipt of any gift or donation having a value of \$100 or more, singularly or in the aggregate, with or from any of those persons or entities listed above.

EXCEPT AS FOLLOWS: (If none, so state). None to our knowledge

Check if applicable:

☐ Additional information attached. See Attachment to Paragraph C-4(c).

D. COMPLETENESS

That the information contained in this affidavit is complete, that all partnerships, corporations (as defined in Instructions, Paragraph B.3), and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, OR LESSEE of the land have been listed and broken down, and that prior to each hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including any gifts or business or financial relationships of the type described in Section C above, that arise or occur on or after the date of this Application.

WITNESS the following signature:

Sara Howard O'Brien
check one: ☐ Applicant or ☒ Applicant's Authorized Agent

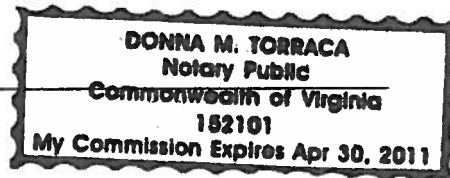
Sara Howard-O'Brien, Land Management Supervisor, Loudoun County Public Schools
(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 20th day of January 2010, in the
State/Commonwealth of Virginia, in the County/City of Loudoun

Donna M. Torraca

Notary Public

My Commission Expires: _____



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**Loudoun County Public Schools
ES-16 Moorefield Station Elementary
SPEX 2010-0016
Response to Referral Comments
January 31, 2011**

Virginia Department of Transportation
Comments dated January 24, 2011

Comment 1: Ensure all that crossover spacing and turn lanes and taper lengths on adjacent on adjacent roads meet VDOT design standards. The access on Clarendon Square should be 225 feet from Mooreview Parkway to meet VDOT Access Management Corner Clearance requirements.

Response: The internal access road has been realigned in order to maintain a 225 foot separation from the school drive intersection with Clarendon Square and Mooreview Parkway.

Loudoun County Office of Transportation
Comments dated January 14, 2011

Comment 1: OTS notes that Sheet 6 of the SPEX plat indicates various scenarios (alternatives) for public road access to the site including direct access via completed Mooreview Parkway (Alternative 4). Issue resolved, provided that a condition of approval requiring public road access via one of the four alternatives is included.

Response: Acknowledged.

Comment 2: OTS recommends that the Applicant explore the possibility of a sidewalk/trail connection between the rear of the school and the adjacent Amberleigh subdivision.

Response: LCPS has examined the possibility of a sidewalk/trail connection to the rear of the school but has not incorporated the connection due to safety and security as well as existing topography issues. For security purposes it is preferable to have all persons arriving at the school come through the main entrance. In addition, the topography to the rear of the school is such that an ADA access would be very difficult to provide (switchbacks for ramp) and would result in removal of trees along the boundary. Planning staff has suggested the addition of a sidewalk from the northern edge of the school property into the school site (connecting to the bus loop sidewalk) to create a shortcut from the north. This addition has been incorporated.

Zoning Administration
Comments dated January 14, 2011

No additional comments.

Building & Development – Land Subdivision
Comments dated January 7, 2011

No comments

Parks and Recreation
Comments dated January 15, 2011

No additional comments.

Environmental Review Team
Comments dated January 10, 2011

Comment 1: Staff appreciates the Tree Inventory and Conditions Analysis Plan provided with this submission as well as the applicant's playground relocation to better accommodate preservation of the mature hardwood grove. To expand on this preservation effort, staff recommends the following [Revised General Plan (RGP) Forests, Trees and Vegetation Policies 1 and 9]:

- **Include the Tree Inventory & Conditions Analysis Plan as part of the special exception plan set.**
- **Revise the layout of the soccer field/walking track and the softball field to better accommodate tree protection, specifically trees #160 and #161. Attachment A provides a potential layout, with revisions identified in red.**
- **Adjust the parking lot layout to avoid impacting the critical root zone for tree #180.**
- **Provide a condition of approval stating that any proposed trail within the critical root zone of trees to be preserved, shall be designed and constructed with pervious materials.**
- **Provide a condition of approval stating that the applicant shall work with the County Urban Forester at the time of site plan to maximize preservation of the mature trees in the west-central portion of the property, with the highest priority given to trees #160, #161, #180, #186, #187, #192 and #195. The condition should also state that the applicant shall submit a**

tree care plan, addressing preservation techniques, at the time of site plan for review and approval by the County Urban Forester.

Response:

- The Tree Inventory and Conditions Analysis Plan has been added to the SPEX plan set.
- The proposed switching of the fields has been reviewed by LCPS staff and has not been incorporated due to safety concerns. The soccer field is the predominately utilized field at the elementary level due to the less structured play. Moving this field would cause the field to be more out of the line of sight from the school building and the supervision of the more secluded location may be affected by the visual screening of the trees. While fortunately rare, there have been occasions when visibility from the school building to the field has been critical (emergency situations). While there is always someone present with the children when they are on the field, there are times when assistance from the main building is required and line of site becomes very important. Therefore, for safety and security reasons it is better to keep the fields as currently located. Further, switching the fields would result in a reduced sized field and tract.
- The parking lot has been adjusted to minimize the impact to the critical root zone of Tree 181. The pedestrian access in the area of the trees has also been realigned to follow the outside of the parking lot. As a result, the curb line is out of the root zone but the sidewalk now has a slight encroachment, less than 3% of the critical root zone.
- A condition to make trails within the critical root zone pervious is acceptable, although the construction of a pervious trail would be more invasive to the root zone than the construction of a standard sidewalk. For sidewalk construction the displacement is approximately 6 inches of the topsoil whereas with the pervious trail a 3 foot deep trench is constructed. Given the limited encroachment (resulting from the redesign recommended by staff), it is suggested that standard construction be utilized to minimize impact.
- LCPS proposes to preserve trees in the west/central portion of the property with highest priority to #'s 180, 186, 187, 192 and 195. The applicant will to submit a tree care plan for the preservation area as shown on the Special Exception Plan with the site plan.

Office of Construction and Waste Management
Comments dated January 11, 2011

Comment 1: According to Sheet 6 of the CDP for Moorefield Station, ZMAP 2001-0003, there is supposed to be a regional trail along the entire frontage of the site along Mooreview Parkway, which is correctly depicted on the SPEX plat.

Response: Acknowledged.

Comment 2: There is supposed to be a “Proposed Pedestrian/Non-Motorized Vehicular Trail System” running along or within both gas transmission line easements running across the 81-acre public use site. I am not sure the internal trail system to link together the athletic fields and school uses proposed on the site meet the intent of this requirement. I suggest we consult with Parks and Recreation and the Loudoun County Public Schools to make sure these trails, which are proffered to be provided according to what is shown on Sheet 6 of the CDP, are provided to meet the intent of the approved proffers for Moorefield Station.

Response: LCPS staff met with County staff to clarify what changes needed to be made to the pedestrian system. The most southerly pedestrian trail, located on the north side of the southern gas main, has been extended to Mooreview Parkway in accord with staff recommendation.

Loudoun Water

Comments dated January 21, 2011

Comment 1: Please be advised that the maximum permitted dead-end water main length is 500-feet. The water main extending to the adjacent park is in excess of 500-feet. As the location of the building and associated utilities are depicted for information purposes only, this may be resolved with the Final Development Plan.

Response: LCPS will work with Loudoun Water to determine the water main length and route with the Final Development Plan.

Comment 2: Public water and sanitary sewer service would be contingent upon the developer’s compliance with the Loudoun Water’s *Statement of Policy; Rate, Rules and Regulations; and Design Standards*.

Response: Acknowledged.

Community Planning

Comments dated January 4, 2011

No additional comments.

**Loudoun County Public Schools
ES-16 Moorefield Station Elementary
SPEX 2010-0016
Response to Referral Comments
December 8, 2010**

Zoning Administration
Comments dated September 10, 2010

I. CRITICAL ISSUES

No critical zoning issues have been identified at this time

II. CONFORMANCE WITH AIOD REGULATIONS (§4-1100):

Comment 1: Section 4-1110(E) requires that all utility distribution lines shall be placed underground. As such, General Notes 21 will need to be updated to remove “where possible”.

Response: Note 21 has been revised as recommended.

Comment 2: Section 4-1114(B)(1) requires sidewalks parallel to all streets. Address compliance with this section in regard to the frontage along Mooreview Parkway.

Response: The Construction Plans and Profiles for Mooreview Parkway, Phase 2, CPAP 2009-0055, provides for a 10 foot in width trail within a 15 foot easement, outside of the public right-of-way. The trail is to be constructed as a part of the road construction, by others.

IX. OTHER

Comment 1: Revise General Note 12 of Sheet 2 to reference FPAL-2009-0009. The current limits of the minor floodplain should also be updated on all applicable sheets.

Response: Note 12 and the current limits of the minor floodplain have been updated as recommended.

Comment 2: Revise General Note 33 on Sheet 2 to reference ZCPA-2007-0004.

Response: Note 33 has been revised as recommended.

Comment 3: Update the CPAP numbers referenced on Sheet 6. There are 3 applicable CPAP's associated with Mooreview Parkway. Verify the correct application numbers are referenced for the sections of road adjacent to the site.

Response: The CPAP numbers referenced on Sheet 6 have been updated as recommended to reference CPAP 2007-0146 (Phase I) and CPAP 2009-0005 (Phase II). The third CPAP related

to the school site which will construct a right turn lane into the site does not have an assigned number as of this writing.

Comment 4: Address Proffer VI. H., which references the fifteen (15) feet wide strip of land along the ultimate right-of-way along Mooreview Parkway to be dedicated to Loudoun County for the regional trail system. This dedication is not shown on Sheet 6.

Response: The 15 foot wide easement has been show and is identified as the same 10 foot wide trail within a 15 foot wide easement as shown on CPAP 2009-0055. The subject property is presently owned by CTD Moorefield Retail, LLC, but is proffered for dedication as a public use site. Once the site is deeded to the County there would be no need for the 15 foot wide strip to be dedicated to the County.

Planning - Historic **Comments dated September 16, 2010**

No outstanding issues

Parks and Recreation **Comments dated September 14, 2010**

Comment 1: The Department of Parks, Recreation and Community Services has enjoyed a long-standing collaboration with Loudoun County Public Schools that allows the use of certain school facilities for PRCS programs. We appreciate that cooperative agreement and hope it continues since it is clearly consistent with the Revised General Plan policy that states school sites should be “community assets and the focal point for active recreation and after-school programs”.

Response: LCPS concurs and will continue our cooperative agreement as a part of this school site.

Environmental Review Team **Comments dated September 10, 2010**

Comment 1: Please provide a plan sheet that depicts the school layout with the existing individual trees located in the west-central portion of the property, southeast of the Amberleigh Subdivision stormwater pond. Staff further recommends that a table be provided identifying the tree name (common and scientific), size (diameter at breast height), and condition rating. [SPEX Checklist Item K.12 and Revised General Plan (RGP) Forests, Trees, and Vegetation Policy 1]

Response: A tree inventory for the west-central portion of the property has been conducted. The results of this inventory are provided with the resubmission. A table has been provided that identifies the tree name, size, and condition along with a recommendation for trees that could be saved based on their condition.

Comment 2: Based on the site visit and discussions with the County Urban Forester, the mature individual trees located in the west-central portion of the property are worthy of preservation and given their location provide a unique opportunity to incorporate mature trees into the school layout (see attached photographs 1 and 2). Staff recommends adjusting the proposed layout to maximize preservation of the mature trees. Preservation of the trees would also compliment the protection of the stream located in the tree cluster. [Revised General Plan (RGP) Forests, Trees, and Vegetation Policies 1 and 9; and River and Stream Corridor Policy 6]

Response: The playground that was previously located in the west-central portion of the site has been moved and placed to the west of the school building, adjacent to another asphalt play area. It will be necessary to provide a 5-7 foot retaining wall to the west of the relocated play area in order to maintain an adequate distance from the trees along the western property boundary and to provide appropriate grading/drainage. With this relocation, as many trees as feasible in the west-central portion of the property will be saved. The preservation of mature trees will be maximized to the extent possible during final engineering. It should be noted the "existing stream" is not a natural stream, but is actually an intermittent drainage way that exists due to the presence of the upstream stormwater management pond.

Comment 3: To provide enhanced water quality protection, staff recommends that any proposed stormwater management (SWM)/BMP extended detention ponds (dry ponds) be designed as enhanced extended detention ponds (dry ponds with shallow marsh plantings). [Revised 1993 LCZO Section 6-1310(H) and RGP Surface Water Policy 5]

Response: The stormwater facility to be constructed for the property will be constructed by others as a part of the Mooreview Parkway construction and is to be constructed as an enhanced extended detention facility. If the facility is not constructed by others by the time LCPS constructs the school then LCPS will construct the facility as an enhanced extended detention facility.

Comment 4: Update the wetland/stream information on sheets 4-7 to include the stream located in the west-central portion of the property. The stream is identified on the existing conditions plat for the Moorefield Station rezoning, ZMAP-2001-0003. [RGP River and Stream Corridor Policies 6 and 23]

Response: The Special Exception Plat has been updated as recommended to identify the intermittent stream. Please note that this stream is not a natural channel and is there due to the upstream pond.

Comment 5: Reference the approval of floodplain alteration FPAL-2009-0009 in Note 12 on Sheet 2. Staff further recommends that the floodplain limits be updated on Sheet 6 to account for the floodplain alteration, which is consistent with the road layout shown on the plat.

Response: Note 12 and the current limits of the minor floodplain have been updated as recommended.

Comment 6: During the site visit, staff noticed a debris/trash area in the west-central portion of the property that included 5-gallon oil containers with ground surface staining (see attached photographs 3 and 4). Staff recommends that all debris/trash be disposed of in accordance with local and state requirements and that the oil containers and ground surface staining be handled immediately.

Response: Upon receipt of the ERT referral, LCPS staff contacted the County to discuss this comment and, as discussed, notified the owner of the property of the staff's recommendation.

Office of Construction and Waste Management **Comments dated September 13, 2010**

Comment 1: On Sheet #2, in the Zoning Tabulations section, the zoning information states there are no building or parking setbacks on the site. This is incorrect. The requirements of Section 5-900 of the Revised 1993 Zoning Ordinance, Access and Setbacks from Specific Roads and the W&OD Trail, still apply on the site. Mooreview Parkway is planned to be a Major Collector Road. The required building setback off of a major collector road according to Section 5-900 is 75 feet. The required parking setback off of a major collector road is 35 feet. Please revise.

Response: Note 25 and the Zoning Tabulations have been amended to reflect the setback requirements of Section 5-900.

Comment 2: On Sheet #2, in the Zoning Tabulations section, the zoning information states there is no applicable maximum floor area ratio on the site due to Proffer XIII.A of ZMAP-2001-0003, Moorefield Station. This is incorrect. According to the terms of Section 4-1107 of the Revised 1993 Zoning Ordinance, and the terms of the approved Proffer Statement for ZMAP-2001-0003, the maximum floor area ratio allowed on the site of the proposed Elementary School is 0.40. Please revise.

Response: The Zoning Tabulations have been amended to reflect the maximum FAR as required by Section 4-1107 and the Proffer Statement for ZMAP 2001-0003, to reflect a 0.40 FAR.

Comment: Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's Statement of Policy; Rates, Rules and Regulations; and Design Standards.

Response: Acknowledged.

Community Planning **Comments dated September 10, 2010**

Forest Resources

Comment 1: Staff recommends that the applicant show the existing trees on-site with relationship to proposed improvements and consider redesigning the asphalt playground in order to retain some of the trees thereby enhancing the site design and provide shaded areas for the recreation uses.

Response: A tree inventory for the west-central portion of the property has been conducted. The results of this inventory are provided with the resubmission. The playground that was previously located in the west-central portion of the site has been moved and placed to the west of the school building, adjacent to another asphalt play area. It will be necessary to provide a 5-7 foot retaining wall to the west of the relocated play area in order to maintain an adequate distance from the trees along the western property boundary and to provide appropriate grading/drainage. With this relocation, as many trees as feasible in the west-central portion of the property will be saved.

Note: Responses to the Virginia Department of Transportation and County Office of Transportation are attached.

S:\Planning\Moorefield Station\Referral Responses\MoorefieldSPEX.doc

Loudoun County Public Schools
SPEX 2010-0016, ES-16 Moorefield Station Elementary
Response to Referral Comments
December 8, 2010

Dept. of Fire & Rescue
Comments dated September 13, 2010

No Comments

General Services
Comments dated August 27, 2010

No Comments

Health Department
Comments dated August 25, 2010

Comment 1: The Applicant needs to be aware that a well and sewage disposal system will have to be abandoned prior to any site plan or subdivision approval. The plat reviewed was prepared by Urban and was date 12 July 2010.

Response: Acknowledged.

Loudoun Water
Comments dated August 17, 2010

Comment 1: Do not extend water main south from the school into Moorefield Station Section 2A, as this will involve crossing gas mains and interconnecting different hydraulic pressure zones. Alternatively, extend water main west to Lost Branch Circle, in order to provide adequate looping of the water main

Response: The plans have been amended as recommended by Loudoun Water.

Comment 2: Consider relocating the Restrooms & Concession building to a location that would not require extending water and sanitary sewer across the gas mains.

Response: The Parks and Recreation uses have been depicted on this SPEX Plat for information purposes and will be reviewed as a part of the Final Development Plan. The recommendations offered by Loudoun Water have been taken into account and the restrooms and concession building have been relocated to place these uses on the north side of the gas mains as recommended. The SPEX plat reflects this change.



MEMORANDUM

TO: Thomas Walker VDOT
Arun Raj VDOT

FROM: Christopher Tacinelli
Tushar Awar
Anushree Goradia

DATE: November 12, 2010

SUBJECT: Response to Comments for SPEX 2010-0016
Loudoun County Public Schools ES-16 – Moorefield Station Elementary

This document addresses the comments received for SPEX 2010-0016 - Loudoun County Public Schools ES-16 – Moorefield Station Elementary in Loudoun County, Virginia. Each comment is presented in *italics* with the response in **bold** immediately following.

VDOT COMMENTS:

- 1) *Figure 5, Page 12; Level of Service for Loudoun County Parkway and Mooreview Parkway/Ryan Road (Unsignalized) intersection should also be shown graphically under existing conditions (2010) capacity analysis as well.*

The revised traffic study includes Figure 5A which shows the unmitigated levels of service under existing conditions (2010) and Figure 5B which shows the mitigated levels of service under existing conditions (2010).

- 2) *Table 2, Page 11; Mitigations at Loudoun County Parkway and Mooreview Parkway/Ryan Road (Unsignalized) should be written as Mitigations at Loudoun County Parkway and Mooreview Parkway/Ryan Road (Signalized).*

Comment acknowledged. Table 2 has been updated and is included in the revised TIA.

- 3) *Traffic volume used in Synchro files for intersection capacity analysis results – future conditions with proposed development (2013), Alternative 1 (Appendix I) differs from volume provided in Figure 10A (page 27) in couple of Synchro analysis files (e.g. AM school peak (alternative 1) for Croson Lane & Mooreview Pkwy EBT,*

WBL, and WBT volume should be 93, 8 and 60 instead of 82, 33 and 46 respectively). Please check Alternative 1 (Appendix I) Synchro files volume and correct accordingly. Alternative 2 (Appendix K) and Alternative 3 (Appendix L) Synchro files volume appears to be consistent with the Figure 10B and Figure 10C respectively.

Comment acknowledged. The Synchro files for Alternative 1 have been updated to reflect the correct traffic volumes.

- 4) *Table 8, page 34 and Table 9, page 37; Loudoun County Parkway and Mooreview Parkway/Ryan Road (signalized) intersection northbound movement should be shown as L/T and R, presently it is shown as L/T/R. Please check and correct accordingly.*

Based on a recent field visit, the following changes were observed at the intersection of Loudoun County Parkway and Mooreview Parkway:

- **The southbound approach has been restriped to a left, through and a right turn lane; and,**
- **The northbound approach has been restriped to a left turn lane and a shared through-right turn lane.**

The roadway changes listed above at the intersection of Loudoun County Parkway and Mooreview Parkway have been shown as planned improvements under the “Future without Development-2013” scenario in the revised TIA. The corresponding tables and figures have been updated to reflect the striping changes.

- 5) *Appendix B, last page; Is Gleedsville Manor and Croson Lane legitimate intersection? Please check and correct for typo in spelling of Gleedsville Manor and Croson Lane.*

Comment acknowledged. The intersection has been re-labeled as Old Ryan Road and Croson Lane.

- 6) *Peak Hour Factors used for PM commuter peak for existing (2010) conditions is not correct. It appears PHF used for PM commuter peak analysis is same as for PM School peak. Please modify by using appropriate PHF.*

The PM Commuter peak hour Synchro files have been updated with the correct peak hour factors.

- 7) *Total Future 2013, Alternative 2 Synchro analysis; School Driveway & Mooreview Parkway eastbound through movement lane configuration is not correct. It should be Left-Right movement only. Please check and*

correct accordingly.

The eastbound approach is shown as a shared left-through-right lane in Synchro files, as Synchro does not allow the shared left-right lane configuration (when there is a westbound link in place). It should be noted that even though the lane configuration in Synchro shows a through lane, the turning movement volume for eastbound through is zero vehicles during all the three peak hours under Alternative 2.

- 8) *Appendix B; could not verify System peak volumes for couple of intersections. Please provide with appropriate raw data used to get system peak volumes.*

The System peak volumes for the PM commuter peak hour in Appendix B have been rectified. The Synchro analysis and the figures showing the PM commuter peak hour volumes have been updated and are included in the revised TIA.

Comments on the Recommended Improvements

- 9) *Loudoun County Parkway and Mooreview Parkway/Ryan Road (signalized) Intersection; Even though approach LOS is D or better for this intersection but eastbound left turn movement LOS worsens from LOS D (53 sec/veh) for Future conditions without development (2013) to LOS F (134.2 sec/veh), LOS F (134.2 sec/veh), and LOS F (140.6 sec/veh) for Alternative 1, Alternative 2 and Alternative 3 respectively for Future conditions with development (2013). An improvement/mitigation should be provided to bring eastbound left turn movement LOS to D or better.*

Please refer to the "Loudoun County Parkway and Mooreview Parkway/Gleedsville Manor Drive" section in the revised traffic study.

Additional VDOT Recommendations/Comments

- 10) *Scoping Document attached with the TIA is not signed by VDOT representative.*

Comment acknowledged. Please see revised traffic study.



MEMORANDUM

TO: Kate McConnell Loudoun County, Department of Planning
Aaron Zimmerman Loudoun County, OTS
Lou Mosurak Loudoun County, OTS

FROM: Christopher Tacinelli
Tushar Awar
Anushree Goradia

DATE: November 12, 2010

SUBJECT: Response to Comments for SPEX 2010-0016
Loudoun County Public Schools ES-16 – Moorefield Station Elementary

This document addresses the comments received for SPEX 2010-0016 - Loudoun County Public Schools ES-16 – Moorefield Station Elementary in Loudoun County, Virginia. Each comment is presented in *italics* with the response in **bold** immediately following.

Loudoun County OTS Comments

- 1) *OTS staff-understands-from representatives of the Claude Moore Charitable Foundation (CMCF), the owners of Moorefield Station, that construction of the remaining segment of Mooreview Parkway (as a four-lane divided roadway) between Croson Lane and Old Ryan Road will be completed prior to 2013. Since the Traffic Study did not analyze that roadway improvement alternative, the Applicant should resubmit the study with analysis of this completed extension scenario. This new scenario should indicate whether the easternmost segment of Clarendon Square (needed to access the southern school driveway) would be in place along with a completed section of Mooreview Parkway, as well as whether any additional traffic signals will be warranted along Mooreview Parkway in the vicinity of the site by the time of the school's opening.*

Comment acknowledged. Per discussions held with OTS staff, an additional scenario (Alternative 4) has been included in the revised traffic study, which assumes the construction of Mooreview Parkway between Croson Lane and Old Ryan Road.

- 2) *The following are miscellaneous issues that will not significantly affect the outcome of the study but should be corrected in any future drafts of the Traffic Impact Study:*
 - a. *Old Ryan Road is mistakenly referred to as "Ryan Road" several times throughout the report in the text,*

graphics, and appendices. This could cause confusion for members of the public or reviewing agencies that are examining the study.

- b. Wynridge Drive is labeled in an incorrect location on the study's graphics. The section referred to as "Wynridge Drive" should be labeled "Mooreview Parkway." Wynridge Drive is the road parallel to Croson Lane approximately 1/2 mile north of the project site.*
 - c. A simplified 'background projects' trip generation table (similar to Table 1, above) should be included in the text of the report (page 14). The table provided in Appendix E does not show the trips generated by each development or the total of all developments, only the sizes and land uses.*
 - d. There is an inconsistency in the percentage distributions on Figures 9A through 9C (Attachments 4 through 6) along Croson Lane. Figure 9A shows 3% of trips originating on the roadway segment of Mooreview Parkway south of Croson Lane while Figures 9B and 9C do not. Since it is more likely that the students living in that neighborhood would walk to school rather than be driven, the percentage of trips originating in that neighborhood should be 0%. The Applicant should correct this on Figure 9A and the impacted Figures 10A and 11 (Attachments 13 and 16), as well as for the new completed Mooreview Parkway scenario from Transportation Comment #1.*
- a. Comment acknowledged. Old Ryan Road has been referenced appropriately in the revised TIA.**
- b. Comment acknowledged. The figures in the revised TIA have been updated.**
- c. Comment acknowledged. Table 4 on Page 17 includes a trip generation table for the approved background developments.**
- d. We agree with the reviewer's comment that it is more likely that the 3% trips originating on Mooreview Parkway south of Croson Lane would walk to school rather be driven. However, the traffic study analysis presents a conservative approach in terms of vehicle trips and assumes that these students would be driven to school.**
- 3) OTS agrees with the Applicant's Traffic Impact Study regarding a traffic signal currently being warranted and proffered for the intersection of Loudoun County Parkway and Mooreview Parkway under Existing 2010 conditions. OTS notes that the design of this signal is currently in progress, and is anticipated to be in operation in 2011. The warrant analysis included in Appendix M was not necessary since this signal is already proffered. Note that the ITE ADT warrant (used in this study) should only be used for future intersections. The warrants in the 2003 MUTCD should be used for existing intersections like Loudoun County Parkway and Mooreview Parkway.**

Comment acknowledged.

- 4) *A condition of approval should be included requiring that the road network agreed upon to be in place at the time of the school's opening is constructed and open to traffic by that time. If any additional traffic signals along Mooreview Parkway are warranted to be in place at the time of the school's opening, these signals should also be referenced in a condition of approval and be installed prior to the school's opening.*

Comment acknowledged.

- 5) *The bicycle and pedestrian connections, including crosswalks, depicted on the SPEX plat should be in place prior to the school's opening. Additionally, the Applicant should clarify the walk zone for this school and ensure that any necessary bicycle/pedestrian connections to serve this zone (particularly to the adjacent Amberleigh subdivision) are in place prior to the school's opening.*

Comment acknowledged.

- 6) *The proposed entrance(s) to the site must comply with applicable VDOT standards.*

Comment acknowledged.

McConnell, Kate

From: Sara Howard-O'Brien [Sara.HowardOBrien@lcps.org]
Sent: Tuesday, January 18, 2011 4:28 PM
To: McConnell, Kate
Subject: Sustainable Design
Attachments: Howard-O'Brien, Sara.vcf

Kate, below is the information we typically insert in our SoJ on sustainable design. I obviously failed to add in the Moorefield Station submission but we continue this program in all of our schools. LCPS has achieved 34 EPA Energy Star Awards and was recognized as the EPA 2010 Energy Star Partner of the Year for Educational Facilities. The Collaborative for High Performance Schools (CHPS) has also recognized the efforts and expertise of LCPS Construction Services and invited staff to participate in the Advisory Committee for the development of the VA Standards Manual for CHPS. The Manual is expected to be published this year as a reference for sustainable design standards for all Virginia School Districts.

Perhaps the reason ERT had no comments is because sustainable design has become standard in our schools. Construction has worked closely with ERT in providing information on what LCPS incorporates.

Thanks for asking.

Sustainable Design

Loudoun County School Board, as a goal for design, construction, renovation and operation of all Loudoun County public facilities will strive to meet or exceed the criteria of nationally recognized programs for measuring energy efficiency such as:

- The Energy Star rating system developed by the United States Environmental Protection Agency and the United States Department of Energy (USEPA & USDOE) which are Federal Agencies,
- The Collaborative for High Performance Schools (CHPS) scorecard system developed by the CHPS technical committee which is made up of state agency officials, designers, school district officials, contractors, product manufacturers and energy and water utility officials.
- Leadership in Energy and Environmental Design (LEED) rating system developed by The United States Green Building Council (USGBC) a not-for-profit public interest organization,
- The Green Globes rating system developed by the Green Building Initiative a not-for-profit public interest organization
- Other relevant programs designed to rate energy efficiency

LCPS currently incorporates a number of sustainable materials and practices into the prototype school facilities as an effort to be good stewards of the environment. Some notable examples include:

- Sustainable design and operations standards in accordance with the EPA, Energy Star Program
- Energy management control systems (EMCS) for lighting and temperature control
- Variable air volume (VAV) HVAC systems
- HVAC systems commissioning services during design and construction
- Electrical and control commissioning systems services during design and construction
- CO² sensors in high occupancy areas
- Multiple levels of classroom lighting allows adjustment based on levels of natural light
- Full cut-off security and parking lot lighting.

- Energy use per square foot in all prototypical facilities reduced with energy efficient lighting fixtures
- Use of low volatile organic compound (VOC) materials such as interior paints
- Incorporation of water saving control valves in plumbing fixtures.
- Use of urinals and toilets that utilize less water than that required by Table 604.4 of the International Plumbing Code (i.e. 1.6 gallons per flush)
- Low impact design storm water management features
- Specification of local products to minimize travel of deliveries

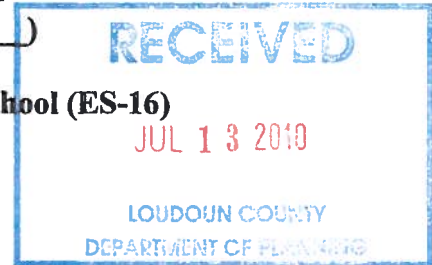
LCPS analysis of the middle school design finds that it complies with the LEED certified standard. It is noted that in evaluation of the design toward the Board of Supervisors goal to strive to attain Silver level of LEED certification, there are numerous sustainable features incorporated into the LCPS prototype designs that may not gain a point in the LEED rating system but which meet or exceed the intent of particular point and result in energy efficiency, improved air quality, or otherwise implement sustainable measures. LCPS will continue to evaluate the level of certification as the project design progresses.

LCPS's Energy Education team administers a well developed system of monitoring, measurement and verification of all utility costs including water, electricity, gas, fuel oil, etc. To date LCPS has saved over \$29 million in energy cost avoidance and over 1 billion pounds of carbon output. (these numbers should have increased by now) The Energy Education team includes seasoned educators and a Certified Energy Manager. Their program includes educational presentations to staff and students, Energy conservation awareness student contest and the Energy Cost Avoidance Program (CAP). This program includes "Energy Report Cards" that are provided to each school that describes the energy and water use as well as that particular school's level of cost avoidance.

Sara

Sara Howard-O'Brien
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**Loudoun County School Board
Special Exception (SPEX 2010-00)
Statement of Justification
Moorefield Station Property Elementary School (ES-16)
July 12, 2010**



PROPOSAL

The Loudoun County School Board (LCSB) seeks approval of a Special Exception to allow an 875 student elementary school on a proffered public use site in Moorefield Station (ZMAP 2001-0003, ZCPA 2007-0004 and ZMOD 2007-0005). The site is 81+ acres in size and is zoned PD-TRC, Planned Development, Transit Related Center. The proposed special exception area for the school use is approximately 19.4 acres with the remainder of the property to be utilized for other public purposes including Parks and Recreation playing fields, a recycling center, and natural areas. The property is more particularly described as MCPI 120-17-0779, located between Route 772, Ryan Road, and Route 645, Croson Lane, to the west of Old Ryan Road. Future access will be via Mooreview Parkway extended. The Amberleigh community is located to the north and west of the school site. The property is in the Suburban Planning Area, designated for Business and Transit Oriented Development. The public use site was identified on the Concept Development Plan and proffered as a part of Moorefield Station. The school use was listed as a potential use in the Proffer Statement but a Special Exception was not considered at the time of the rezoning. In addition to this Special Exception request, a Final Development Plan in accord with the PD-TRC District has been filed. This site is included in the Loudoun County School Board Adopted 2011-2016 CIP as ES-16 with a projected opening in the Fall of 2013 (compliance CIP).

ES-16 will provide relief to elementary schools within Dulles North in the Briar Woods Cluster. Student projections for the five elementary schools in this service area indicate that, collectively, these elementary schools will exceed capacity by 1,350 students in the fall of 2013 when this school is planned to open. The School Board recommended that ES-16 open in 2012 but due to budgeting constraints the project is presently planned for 2013 under the LCSB Adopted 2011-2016 CIP. The project moved in the School Board's Adopted "Compliance" CIP.

The Moorefield Station rezoning was approved in December of 2002 for a mix of 6,000 residential units and 9.75 million square feet of non-residential space. Development density is phased with construction of transportation infrastructure, specifically car, bus and rail. On March 3, 2009, the County also approved ZCPA 2007-0004 and ZMOD 2007-0005 to permit non-density related changes to the Concept Development Plan. Current development within Moorefield Station includes single and multi-family residential to the south of the public use site.

SPECIAL EXCEPTION FACTORS FOR CONSIDERATION:

The factors for consideration of a special exception include review of the comprehensive plan policies along with various other factors. In order to provide a detailed description of this proposal, an analysis of the project in relation to Section 6-1310, special exception issues for consideration, of the Ordinance is provided.

(A) Whether the proposed special exception is consistent with the Comprehensive Plan.

The subject property is designated as Suburban Policy Area under the Revised General Plan (The Plan). The Toll Road Plan (TRP) designates this area for Business use and specifically for Transit Oriented Development. The approval of the PD-TRC zoning for Moorefield Station recognized the location proximate to the western most Metrorail station planned along the Dulles Greenway. Moorefield Station includes development areas designated by their proximity to this future transit stop. The public use site is located in the Outer Transit Design Supportive Area (OTDSA). As noted previously the public use site and the school use were an integral component of the Moorefield Station zoning. As such, a commission permit for the school use is not necessary.

Transit Oriented Development policies promote a mix of land uses that include public service/support uses such as schools. School policies identify the need for sites located at the focus of the attendance area that will provide safe and convenient access for students. Schools are to be linked to adjacent neighborhoods by sidewalks or trails. Proffered public school sites are to be made available in the first phase or upon the request of the County to ensure timely delivery of educational services in the community. The proposed elementary school at Moorefield Station will be in a good location relative to its service area. Sidewalks and/or trails will provide connections to the adjacent residential community as well as to the Moorefield Station residential neighborhoods. This site is being made available in the beginning phases of development and will allow for the timely delivery of elementary education to the community. The proposed elementary school complies with the County's adopted comprehensive plan land use policies.

The Plan provides guidelines for development in accord with Conservation Design. Chapter 5 of the Plan identifies four components of the Green Infrastructure to be considered as a part of Conservation Design:

Group One/Natural Resource Assets. The school site is relatively level and open. There are no wetlands within the school site area but there are wetlands along the eastern and western boundaries of the public use site. The special exception area is predominately open meadow with a cluster of trees toward the central portion of the site and a mix of Red Cedar, ash, oak and hickory trees along the northern and western boundaries. Please reference Sheet 5 of the SPEX plat for an existing vegetation map. There are no steep slopes and no major or minor flood plain areas

within the school special exception area. The property is not adjacent to any scenic rivers, does not possess limestone conglomerate area or mineral resources. No adverse impact to groundwater is anticipated. A letter obtained from the Virginia Department of Conservation and Recreation (DCR) dated May 10, 2010, states that downstream to the project there is an identified natural heritage resource in the Broad Run-Route 607 stream conservation unit. Specifically associated with this site is the yellow lamp mussel, which is classified as a special concern species. To minimize potential adverse impacts to the aquatic ecosystem, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/stormwater management laws and regulations. A copy of the DCR letter is included with the application submission.

Overall, the physical characteristics of the site are well suited for the proposed use.

Group Two/Heritage Resource Assets. A Phase I Archeological Investigation was conducted on this portion of the Moorefield Station property by Thunderbird Archeology in September of 2005. This study found no potentially significant archaeological resources within the school site area or the larger 80+ acre public use site. There was a site identified (44LS1308), however, it had been significantly disturbed and was no longer considered to be eligible for nomination to the National Register of Historic Places. No additional archeological work was recommended for the site.

Group Three/Open Space Assets. The Plan Policies recognize the open space area of school sites as a green infrastructure resource. The elementary school proposes two playing fields as a part of the physical education program.

Group Four/Complementary Elements. Development will comply with the County's standards for air quality, light and noise. No adverse impacts are anticipated. Lighting will be provided for security and safety purposes and will be projected inward and downward and will be shielded. The playing fields for the school will not be lighted. Noise at the site will be that typically associated with children playing outside and the picking up and dropping off of students for school.

In summary, the school use is consistent with the Plan policies and will be situated in a convenient location to the service area, consistent with the approved Moorefield Station zoning.

**(B) WHETHER THE PROPOSED SPECIAL EXCEPTION WILL
ADEQUATELY PROVIDE FOR SAFETY FROM FIRE HAZARDS
AND HAVE EFFECTIVE MEASURES OF FIRE CONTROL.**

The school will be constructed to meet required building safety codes, including the provision of a sprinkler system. Fire protection services will be provided by the volunteer fire companies serving the area.

**(C) WHETHER THE LEVEL AND IMPACT OF ANY NOISE
EMANATING FROM THE SITE, INCLUDING THAT GENERATED
BY THE PROPOSED USE, NEGATIVELY IMPACTS THE USES IN
THE IMMEDIATE AREA.**

Primary noises associated with the school facility will be generated from the dropping off and picking up of students and from outside physical education activities. The site is located at the periphery of the Moorefield Station Community and is bordered by the Amberleigh community to the north and west. The physical education fields are located approximately 50 feet from the property boundary and over 150 feet from the nearest residence. Landscaping will be provided in accord with County requirements. No adverse impacts are anticipated.

**(D) WHETHER THE GLARE OR LIGHT THAT MAY BE GENERATED
BY THE PROPOSED USE NEGATIVELY IMPACTS USES IN THE
IMMEDIATE AREA.**

Lighting of school facilities is provided for visibility in the parking lot and around the immediate school building for safety and security purposes. Lighting will be shielded and directed inward toward the site. No adverse impact is anticipated.

(E) WHETHER THE PROPOSED USE IS COMPATIBLE WITH OTHER EXISTING OR PROPOSED USES IN THE NEIGHBORHOOD, AND ADJACENT PARCELS.

Surrounding Land Uses to School Site		
	Zoning	Use
North	PDH-3	Residential: Amberleigh Community
South	PD-TRC	Public Use Site/Park/Recycling Center Residential: Moorefield Station
East	PD-TRC	Mooreview Parkway Public Use Site/Natural Area
West	PDH-3 PD-TRC	Residential: Amberleigh Community Public Use Site/Park

The school site is consistent with the surrounding uses. It is co-located with public uses and is near residential neighborhoods situated to the north, west and south. Schools are generally considered compatible with the residential communities they serve. A school was envisioned as a part of the Moorefield Station development.

(F) WHETHER SUFFICIENT EXISTING OR PROPOSED LANDSCAPING SCREENING AND BUFFERING ON THE SITE AND IN THE NEIGHBORHOOD WILL ADEQUATELY SCREEN SURROUNDING USES.

Landscaping will be provided as required by Section 5-1400 of the Zoning Ordinance which requires a Type 2 Buffer adjacent to the residential community of Amberleigh. A Type 2 rear/side buffer provides for two canopy, four understory, and two evergreen trees plus 10 shrubs per 100 lineal feet of property line within a 20 foot buffer width. To the extent possible LCSB would like to utilize existing mature trees as a part of the landscape buffer.

(G) WHETHER THE PROPOSED SPECIAL EXCEPTION WILL RESULT IN THE PRESERVATION OF ANY TOPOGRAPHIC OR PHYSICAL, NATURAL, SCENIC, ARCHAEOLOGICAL, OR HISTORIC FEATURE OF SIGNIFICANT IMPORTANCE.

There are no known features of significant importance on the site.

(H) WHETHER THE PROPOSED SPECIAL EXCEPTION WILL DAMAGE EXISTING ANIMAL HABITAT, VEGETATION, WATER QUALITY (INCLUDING GROUNDWATER) OR AIR QUALITY.

No damage to protected animal habitat, protected vegetation, water quality or air quality is anticipated. A letter from the Department of Conservation and Recreation dated May 10, 2010, recommends adherence to erosion sediment and stormwater management regulations to avoid adverse impact to a downstream natural resource.

(I) WHETHER THE PROPOSED SPECIAL EXCEPTION AT THE SPECIFIED LOCATION WILL CONTRIBUTE TO OR PROMOTE THE WELFARE OR CONVENIENCE OF THE PUBLIC.

The proposed school will contribute to the welfare of the public by providing a needed facility to serve the growth projected to occur in the vicinity.

(J) WHETHER THE TRAFFIC EXPECTED TO BE GENERATED BY THE PROPOSED USE WILL BE ADEQUATELY AND SAFELY SERVED BY ROADS, PEDESTRIAN CONNECTIONS AND OTHER TRANSPORTATION SERVICES.

Access to the site is planned from the extension of Mooreview Parkway. Mooreview Parkway is a planned four lane divided roadway that is presently constructed as a four lane divided section from Loudoun County Parkway north into Moorefield Station to Old Ryan Road, Route 772, and as a two lane section from Croson Lane south through the Amberleigh community to just north of the public use site. Carbon Thompson, an owner and developer of sections within Moorefield Station, is to extend Mooreview Parkway as a four lane divided section from its current terminus at Old Ryan Road across the frontage of Moorefield Station Section 2A (multi-family and townhomes) to Clarendon Square/Southland Drive and across the public use site. In addition, two additional lanes are to be added through the Amberleigh community to

Croson Lane. These improvements are to be phased and the timing of these improvements is not known. To address this timing question in relation to the planned school construction, the traffic analysis for the public use site analyzed three alternatives:

1) access from the south, Mooreview Parkway extended as a four lane divided road from Ryan Road to Clarendon Square/Southland Drive. Clarendon Square/Southland Drive is an east west road that borders the southern boundary of the public use site. The internal public use site driveway would connect to Clarendon Square/Southland Drive which connects to Mooreview Parkway for access to the south and

2) access from the north, Mooreview Parkway extended as a four-lane divided road from Croson Lane to Clarendon Square/Southland Drive and.

3) in the event neither of the Mooreview Parkway improvements outlined under Alternatives 1 and 2 above are constructed in time for the elementary school opening, then Mooreview Parkway could be extended from the Amberleigh community (to the north) as a two lane section to the school entrance.

The traffic analysis prepared by Gorove/Slade Associates, Inc. has been provided with this special exception application. The study found that the proposed access options as outlined above will provide safe access with adequate capacity. The study finds that existing traffic conditions, without the development of the school site, warrant a traffic signal at the existing intersection of Loudoun County Parkway and Mooreview Parkway (aka Gleedsville Manor). ZMAP 2001-0003, Moorefield Station, Proffer IV. Transportation, H. Signalization (i) (g) provides for signalization at this intersection.

**(K) WHETHER, IN THE CASE OF EXISTING STRUCTURES
PROPOSED TO BE CONVERTED TO USES REQUIRING A
SPECIAL EXCEPTION, THE STRUCTURES MEET ALL CODE
REQUIREMENTS OF LOUDOUN COUNTY.**

Not applicable.

(L) WHETHER THE PROPOSED SPECIAL EXCEPTION WILL BE SERVED ADEQUATELY BY ESSENTIAL PUBLIC FACILITIES AND SERVICES.

Police protection will be provided by Loudoun County and Fire and Rescue Services will be provided by both the volunteer system and the County. Please reference Item J above for roadway access.

(M) THE EFFECT OF THE PROPOSED SPECIAL EXCEPTION ON GROUNDWATER SUPPLY.

No adverse impact to groundwater supply is anticipated. Development will occur in accord with County regulations. Public sewer and water will serve the use.

(N) WHETHER THE PROPOSED USE WILL AFFECT THE STRUCTURAL CAPACITY OF THE SOILS.

No. Development will be accomplished in accord with County requirements.

(O) WHETHER THE PROPOSED USE WILL NEGATIVELY IMPACT ORDERLY AND SAFE ROAD DEVELOPMENT AND TRANSPORTATION.

Please reference the traffic statement and Item J above.

(P) WHETHER THE PROPOSED SPECIAL EXCEPTION USE WILL PROVIDE DESIRABLE EMPLOYMENT AND ENLARGE THE TAX BASE BY ENCOURAGING ECONOMIC DEVELOPMENT ACTIVITIES CONSISTENT WITH THE COMPREHENSIVE PLAN.

The proposed elementary school will employ approximately 90 people. In addition, the availability of an excellent education system encourages economic development. A key consideration for many businesses in determining location is the quality of a jurisdiction's education system.

(Q) WHETHER THE PROPOSED SPECIAL EXCEPTION CONSIDERS THE NEEDS OF AGRICULTURE, INDUSTRY, AND BUSINESSES IN FUTURE GROWTH.

Reference (P) above.

(R) WHETHER ADEQUATE ON AND OFF-SITE INFRASTRUCTURE IS AVAILABLE.

The site will have good access via Mooreview Parkway. Utilities are either at the site or may be readily extended.

(S) ANY ANTICIPATED ODORS WHICH MAY BE GENERATED BY THE USES ON SITE AND WHICH MAY NEGATIVELY IMPACT ADJACENT USES.

No odors are anticipated from the proposed use.

(T) WHETHER THE PROPOSED SPECIAL EXCEPTION USES SUFFICIENT MEASURE TO MITIGATE THE IMPACT OF CONSTRUCTION TRAFFIC ON EXISTING NEIGHBORHOODS AND SCHOOL AREAS.

Prior to development LCPS will work with the contractor to determine the best transportation routes to minimize construction traffic impacts. Access may be secured via Mooreview Parkway without using internal neighborhood streets.

SUMMARY

The proposed use is consistent with the policies of the County's Adopted Comprehensive Plan and the PD-TRC Zoning District. Favorable consideration of this Special Exception application is respectfully requested.

